10/01/78 President's Trip to Florida [Briefing Book]

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FILE LOCATION

Carter Presidential Papers-Staff Offices, Office of Staff Se.-Pres. Handwriting File, President's Trip to FL 10/1/78 [Briefing Book]

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SCHEDULE

THE WHITE HOUSE

WASHINGTON

SUMMARY SCHEDULE

TRIP TO FLORIDA

SUNDAY - OCTOBER 1, 1978

12:15 p.m. Depart South Grounds via helicopter for Andrews AFB.
12:35 p.m. Air Force One departs Andrews for Kennedy Space Center, Florida. (Flying Time: 1 hr. 55 mins.)

2:30 p.m. Air Force One arrives Kennedy Space Center. Board motorcade for 13-minute motorcade to PAD A.
2:48 p.m. Arrive PAD A. 10-minute Briefing on how PAD A will be used for Shuttle Orbiter Program.

3:00 p.m. Briefing concludes. Board motorcade for 5-minute drive to Vehicle Assembly Building.
View crawler.
Receive briefing on Mobile Launcher Platform.
Briefing on Firing Room One (Firing Room One will act as Launch Control for first shuttle space flight.)

3:34 p.m. Proceed to Firing Room #3 Reception Room to greet Astronauts and their families/guests.

3:46 p.m. Proceed to Firing Room 3 - Apollo XI Launch Simulation Program.
3:57 p.m. Launch Simulation Program concludes. To holding room for 5 minutes.

4:03 p.m. Depart holding room, proceed to Congressional Space Medal Awards Ceremony. REMARKS.

4:56 p.m. Awards Ceremony concludes. Proceed to Vehicle Assembly Building exit. Presentation of birthday card by 2 members of the Democratic Womens Club of Florida.
5:03 p.m. To helicopter for 40 -minute flight from Kennedy Space Center to Walt Disney World.

5:50 pm — Helicopter arrives Lake Buena Vista Air Field. 3-minute motorcade to Contemporary Resort Hotel.

PERSONAL TIME: 1 hour

7:10 pm — Kurt Waldheim arrives suite for 10 minute meeting.

7:20 p.m. — Depart via 5-minute motorcade to Magic Kingdom Castle. Proceed inside to King Stephan's Restaurant for ICC Presidential Reception. REMARKS. Attendance: 225.

7:44 p.m. — Depart King Stephan's Restaurant for holding room for 20-minutes personal time.

8:04 p.m. — International Chamber of Commerce Opening Ceremony. REMARKS.

8:59 p.m. — Proceed to motorcade for 7-minute drive to Lake Buena Vista Air Field.

9:15 p.m. — Helicopter departs Lake Buena Vista Air Field en route Kennedy Space Center. (Flying Time: 40 mins.)

9:55 p.m. — Helicopter arrives Kennedy Space Center.

10:00 p.m. — Air Force One departs Kennedy Space Center en route Andrews Air Force Base. (Flying Time: 1 hr. 55 mins.)

11:55 p.m. — Arrive Andrews Air Force Base. Board helicopter for the South Grounds.

12:15 a.m. — Arrive South Grounds.

THE WHITE HOUSE

WASHINGTON

THE PRESIDENT'S VISIT TO FLORIDA

Sunday, October 1, 1978

WEATHER REPORT: Temperatures from mid-70's to mid-90's. Little chance of rain.

11:50 am — GUEST & STAFF INSTRUCTION: The following are to be in the Distinguished Visitor's Lounge at Andrews AFB to subsequently board Air Force One.

Sen. and Mrs. Lawton Chiles (D-Fla.) (Rhea)
Mrs. Richard Stone (Marlene)
Rep. and Mrs. Sam Gibbons (D-Fla.) (Martha)
Dr. Robert Frosch, Administrator, NASA
Dr. Frank Press

Jim Free
Caryl Connor
Karl Schumacher
David Rubenstein
Richard Pettigrew

12:10 pm — GUEST & STAFF INSTRUCTION: The following are requested to board Marine One on the South Lawn:

J. Powell	S. Clough
P. Wise	Dr. Lukash
J. Rafshoon	Maj. Peterson

12:15 pm — The President, Mrs. Carter and Amy board Marine One on the South Lawn.

MARINE ONE DEPARTS South Lawn en route Andrews AFB.

(Flying time: 15 minutes)

12:30 pm — MARINE ONE ARRIVES Andrews AFB.

OPEN PRESS COVERAGE
CLOSED DEPARTURE

The President, Mrs. Carter and Amy board Air Force One.

12:35 pm — AIR FORCE ONE DEPARTS Andrews AFB en route Kennedy Space Center, Cape Canaveral, Florida.

(Flying time: 1 hour, 55 minutes)
(No time change)
Lunch will be served on board.

2:30 pm — AIR FORCE ONE ARRIVES Kennedy Space Center, Shuttle Landing Facility.
Advanceman: G. Vento

OPEN PRESS COVERAGE
CLOSED ARRIVAL

The President and Mrs. Carter will be met by:

Gov. and Mrs. Reubin Askew (D-Fla.)
(Donna Lou)
Lee Scherer, Director, Kennedy Space Center
Dr. Alan Lovelace, Deputy Administrator, NASA
Robert Gray, Manager, Space and Transportation Projects Office
Alfredo Duran, Democratic State Chairman, Florida
Rep. Bill Nelson, Democratic Congressional Candidate (9th District)
Dan Millter, President, Florida AFL-CIO
Harry Rucker, labor leader
T. Wayne Bailey, DNC National Committeeman
Phyllis Miller, DNC National Committeewoman
Harvey and Kathy Abrams, early Carter supporters
Hon. Hugh Anderson, early Carter supporter
Regina Berg, early Carter supporter
Logan Browning, early Carter supporter
Mason Blake, early Carter supporter
Claude Davis, early Carter supporter
W. Boone Darden, early Carter supporter
Alyce DiStacio, early Carter supporter
Betty Escamilla, early Carter supporter
Clarence Edwards, early Carter supporter
Dr. Emmet Ferguson, early Carter supporter
Mike Hightower, early Carter supporter
Bob Hattaway, early Carter supporter
Bob Knowles, early Carter supporter
W. Ferri McGee, early Carter supporter
Matt Mathes, early Carter supporter
Margaret Reid, early Carter supporter
Don Rescha, early Carter supporter
Charles Whitehead, early Carter supporter
Ted Williams, early Carter supporter
Don Simmons, early Carter supporter
Richard Swann, early Carter supporter
Zeb Wright, early Carter supporter
Sergio Bendixen, early Carter supporter
Jimmy Huger, early Carter supporter
Dr. Charles, Broome, early Carter supporter

GUEST & STAFF INSTRUCTION: Proceed to motorcade for boarding. Assignments as follows:

Pilot	
Spare	Dr. Lukash
Lead	G. Vento
President's Car	The President
	Mrs. Carter
	Amy Carter
	L. Scherer
	Dr. Frosch
Follow-up	
Control	P. Wise
	J. Powell
	K. Schumacher
	Maj. Peterson
ID Car	
Staff Car	J. Rafshoon
	D. Rubenstein
	C. Connor
	S. Clough

Guest Car	Sen. and Mrs. Chiles Sen. and Mrs. Stone Rep. and Mrs. Gibbons Dr. Press R. Gray J. Free A. Lovelace
Camera 1	
Wire 1	
Wire 2	
Camera 2	
Camera 3	
WHCA	
Tail	

The President, Mrs. Carter and Amy proceed to motorcade for boarding.

2:35 pm MOTORCADE DEPARTS Shuttle Landing Facility en route PAD A.

(Driving time: 13 minutes)

NOTE: En route, Lee Scherer will conduct a driving tour consisiting of shuttle landing facility and orbiter mate/demate facility, orbiter tow-way, orbiter processing facility, mobile launcher platform (MLP), and crawlerway.

2:48 pm MOTORCADE ARRIVES PAD A.

PRESS POOL COVERAGE
CLOSED ARRIVAL

GUEST & STAFF INSTRUCTION: You will be escorted to viewing area.

The President, Mrs. Carter and Amy, escorted by Dr. Frosch and Lee Scherer, proceed to viewing area.

2:50 pm The President, Mrs. Carter and Amy arrive viewing area.

The President, Mrs. Carter and Amy will be met by:

Jim Phillips, Design Engineer-Mechanics Group.

NOTE: Jim Phillips and Lee Scherer will conduct a briefing on how PAD A will be used for the Shuttle Orbiter Program.

Briefing begins.

OPEN PRESS COVERAGE

3:00 pm Briefing concludes.

GUEST & STAFF INSTRUCTION: Proceed to motorcade for boarding. Assignments as on arrival.

The President, Mrs. Carter and Amy bid farewell to Jim Phillips and proceed to motorcade for boarding.

3:03 pm MOTORCADE DEPARTS PAD A en route Vehicle Assembly Building (VAB).

(Driving time: 5 minutes)

3:08 pm MOTORCADE ARRIVES Vehicle Assembly Building.

GUEST & STAFF INSTRUCTION: Those in Guest & Staff Cars are to remain in vehicles for immediate transportation to viewing area. Control Car will remain with the President's motorcade.

PRESS POOL COVERAGE
CLOSED ARRIVAL

The President, Mrs. Carter and Amy, escorted by Dr. Frosch and Lee Scherer, proceed to Mobile Launcher Platform.

NOTE: En route, they will view a crawler which is used to move rockets from VAB to launch pads. Weight is $6\frac{1}{2}$ million pounds; it moves at a speed of $\frac{1}{2}$ mile per hour, and uses approximately 500 gallons of gas per hour.

3:14 pm The President, Mrs. Carter and Amy arrive Mobile Launcher Platform.

PRESS POOL COVERAGE
CLOSED ARRIVAL

The President, Mrs. Carter and Amy will be met by:

Dick Lyon, Shuttle Project Engineer

NOTE: Dick Lyon will conduct a briefing on how the Mobile Launcher Platform acts as a seat for the shuttle and loads the shuttle onto the crawler. Hard hats are required in this area.

Briefing begins.

PRESS POOL COVERAGE

3:19 pm Briefing concludes.

The President, Mrs. Carter and Amy, escorted by Dr. Frosch and Lee Scherer, proceed to Firing Room One.

3:23 pm The President, Mrs. Carter and Amy arrive Firing Room One.

PRESS POOL COVERAGE
CLOSED ARRIVAL

The President, Mrs. Carter and Amy will be met by:

Henry Paul, Design Engineer
Bob Crippen
John Young

NOTE: Henry Paul will conduct a briefing on how Firing Room One will act as Launch Control for the Shuttle space flight. Dr. Lovelace will introduce Bob Crippen andJohn Young, who will pilot the first shuttle space flight.

Briefing begins.

3:33 pm Briefing concludes.

The President, Mrs. Carter and Amy, escorted by Dr. Frosch and Lee Scherer, proceed to Firing Room #3 Reception Room.

3:36 pm The President, Mrs. Carter and Amy arrive Firing Room #3 Reception Room.

The President, Mrs. Carter and Amy will be met by:

Governor Reuben Askew
Neil and Jan Armstrong and family
Frank and Susan Borman and family
Charles and Jane Conrad and family
Sen. John and Ann Glenn and family
Betty Grissom (Mrs. Virgil) and family
Alan and Louise Shepard and family
Gerry Griffin, Deputy Director, Kennedy Space Center
Paul and Marge Donnelly, Director, Shuttle Processing

The President, Mrs. Carter and Amy informally greet astronauts and their families.

OFFICIAL PHOTO COVERAGE

3:46 pm The President, Mrs. Carter and Amy, accompanied by the astronauts and their families, proceed to Firing Room #3.

3:47 pm The President, Mrs. Carter and Amy arrive Firing Room #3 for Apollo XI Launch Simulation Program.

Program begins.

PRESS POOL COVERAGE

NOTE: The program is an audio-visual display simulating countdown and liftoff of Apollo XI.

3:57 pm Program concludes.

The President, Mrs. Carter and Amy depart Firing Room #3 en route holding room.

3:58 pm — The President, Mrs. Carter and Amy arrive holding room.

PERSONAL/STAFF TIME: 5 minutes

4:03 pm — The President, Mrs. Carter and Amy, escorted by Gov. Askew, Dr. Frosch, Lee Scherer, Dr. Lovelace and astronauts, depart holding room en route offstage announcement area.

4:08 pm — The President, Mrs. Carter and Amy arrive offstage announcement area and pause.

"Ruffles and Flourishes"
Announcement.
"Hail to the Chief"

The President, escorted by Gov. Askew, Dr. Frosch, Lee Scherer, Dr. Lovelace and astronauts, proceeds to speaker's platform, greeting the crowd along the way.

NOTE: Mrs. Carter and Amy will be escorted to their seats.

OPEN PRESS COVERAGE
ATTENDANCE: 4000

4:13 pm — The President arrives speaker's platform and takes his seat for Congressional Space Medal Awards Ceremony.

4:14 pm — Opening remarks by Lee Scherer, concluding in the introduction of Gov. Askew.

Remarks by Gov. Askew.

4:21 pm Introduction of Dr. Frosch by Lee Scherer.

Remarks by Dr. Frosch, concluding in the introduction of the President.

4:25 pm Presidential remarks.

FULL PRESS COVERAGE

4:45 pm Remarks conclude.

Lee Scherer asks the President to present the Medals of Honor.

The President places the Medal of Honor around the neck of each astronaut.

Neil Armstrong
Frank Borman
Charles Conrad
John Glenn
Betty Grissom (presented posthumously to
Alan Shepard Virgil Grissom)

NOTE: Alan Lovelace, Deputy Administrator, NASA, will read a citation as each Medal is presented.

4:56 pm Presentation concludes.

Program concludes.

The President thanks his hosts and departs speaker's platform en route motorcade for boarding.

GUEST & STAFF INSTRUCTION: You will be escorted to helicopters for boarding. Assignments as follows:

Marine One

Gov. and Mrs. Askew
J. Powell
P. Wise
L. Scherer

Dr. Lukash
Maj. Peterson

Nighthawk Two

Sen. and Mrs. Chiles
Rep. and Mrs. Fuqua
Rep. and Mrs. Gibbons
S. Clough
J. Rafshoon
J. Free
R. Swann
C. Whitehead

Nighthawk Three

C. Connor
K. Schumacher
C. Phillips
R. Pettigrew
D. Rubenstein

NOTE: On exiting the Vehicle Assembly Building, the President will be met by the following who will present him with a birthday card:

Alyce DiStacio, Democratic Womens' Club of Florida, Brevard County Carter Campaign Chairman
Molly Brilliant, Democratic Womens' Club
Marge Tillman, Democratic Womens' Club

The President, Mrs. Carter and Amy proceed to Marine One for boarding.

5:10 pm MARINE ONE DEPARTS Kennedy Space Center en route Walt Disney World, Orlando, Florida.

(Flying time: 40 minutes)

NOTE: On route, Lee Scherer will brief the President on an aerial view of Cape Canaveral.

5:50 pm
Advanceman:
K. LeGrand

MARINE ONE ARRIVES Lake Buena Vista (STOL) Air Field.

OPEN PRESS COVERAGE
CLOSED ARRIVAL

The President, Mrs. Carter and Amy will be met by:

Ian MacGregor, President, International Chamber of Commerce
Carl-Henrik Winqwist, Secretary-General, International Chamber of Commerce
Peter Peterson, Chairman, U.S. Chamber of Commerce
Bob Mathison, Vice President in Charge of Operations, Walt Disney World (coordinated Amys visit to Disney World)

GUEST & STAFF INSTRUCTION: Proceed to motorcade for boarding. Assignments as follows:

Pilot	
Spare	Dr. Lukash
Lead	K. LeGrand
President's Car	The President
	Mrs. Carter
	Amy Carter
Follow-up	
Control	P. Wise
	J. Powell
	K. Schumacher
	Maj. Peterson
Staff Car	D. Rubenstein
	J. Rafshoon
	S. Clough
ID Car	
Press Vans (3)	
WHCA	

Guest & Staff Bus

Gov. & Mrs. Askew
Sen. and Mrs. Chiles

Rep. and Mrs. Fuqua
Rep. and Mrs. Gibbons
R. Pettigrew
C. Phillips
J. Free
C. Whitehead
R. Swann
C. Connor

Tail

The President, Mrs. Carter and Amy proceed to motorcade for boarding.

5:55 pm MOTORCADE DEPARTS Lake Buena Vista Air Field en route Contemporary Resort Hotel.

(Driving time: 3 minutes)

5:58 pm MOTORCADE ARRIVES Contemporary Resort Hotel.

OPEN PRESS COVERAGE
CLOSED ARRIVAL

The President will be met by:

Card Walker, President and Chief Executive Officer, Walt Disney Productions
Donn Tatum, Chairman of the Board, Walt Disney Productions
Dick Nunis, Executive Vice President, Walt Disney Productions
Bob Allen, Vice President, Walt Disney Productions

The President, Mrs. Carter and Amy, escorted by greeting committee, proceed to suite.

NOTE: En route suite, the President, Mrs. Carter and Amy will view Experimental Prototype Community of Tomorrow (EPCOT).

6:10 pm — The President, Mrs. Carter and Amy arrive suite.

PERSONAL/STAFF TIME: 1 hour, 10 minutes

GUEST & STAFF INSTRUCTION: Staff Office is Room 4807 (12th Floor). Guest Holding room is Room 4846 (12th Floor). Dinner will be available in Room 4929 (14th Floor).

7:00 pm — GUEST & STAFF INSTRUCTION: For those riding in Guest & Staff Bus, proceed to front entrance of hotel for transportation to Magic Kingdom Castle.

7:15 pm — GUEST & STAFF INSTRUCTION: For those riding in Control Car & Staff Car, proceed to motorcade for boarding.

7:20 pm — The President, Mrs. Carter and Amy depart suite en route motorcade for boarding.

7:25 pm — MOTORCADE DEPARTS Contemporary Resort Hotel en route Magic Kingdom Castle.

(Driving time: 5 minutes)

7:30 pm — MOTORCADE ARRIVES Magic Kingdom Castle.

PRESS POOL COVERAGE
CLOSED ARRIVAL

The President, Mrs. Carter and Amy will be met by:

Gov. and Mrs. Reubin Askew (D-Fla.)(Donna Lou)
Vickie Jaramillo, Walt Disney World Ambassador
Louis Fischer, Co-Chairman, Florida Organizing Committee for ICC
Hood Bassett, Co-Chairman, Florida Organizing Committee for ICC

The President, Mrs. Carter and Amy proceed inside Magic Kingdom Castle en route King Stephan's Restaurant.

7:35 pm The President, Mrs. Carter and Amy arrive King Stephan's Restaurant announcement area and pause.

Announcement.

The President, Mrs. Carter and Amy proceed inside King Stephan's Restaurant en route microphone area for ICC Presidential Reception.

PRESS POOL COVERAGE
ATTENDANCE: 225

The President, Mrs. Carter and Amy arrive microphone area.

7:36 pm Introduction of the President by Gov. Askew.

7:38 pm Presidential remarks.

PRESS POOL COVERAGE

7:41 pm Remarks conclude.

The President, Mrs. Carter and Amy thank their hosts and depart en route holding room.

7:44 pm — The President, Mrs. Carter and Amy arrive holding room.

PERSONAL/STAFF TIME: 20 minutes

7:55 pm — Mrs. Carter and Amy will be escorted to their seats.

8:04 pm — The President departs holding room en route offstage announcement area.

8:05 pm — The President arrives offstage announcement area and pauses.

"Ruffles and Flourishes"
Announcement.
"Hail to the Chief"

The President proceeds to Magic Kingdom Castle outdoor area en route stage.

OPEN PRESS COVERAGE
LIVE LOCAL TELEVISION
ATTENDANCE: 3200

The President arrives stage and remains standing for International Chamber of Commerce Opening Ceremony.

8:07 pm — National Anthem.

8:10 pm — "These Things Shall Be" by the Honor Choir of the Orange County School District.

8:14 pm — Welcoming remarks and introduction of platform guests by Ian MacGregor, concluding in the introduction of Kurt Waldheim.

8:16 pm — Remarks by Kurt Waldheim.

8:32 pm Remarks conclude.

Remarks by Gov. Askew, concluding in the introduction of the President.

8:35 pm Presidential remarks.

FULL PRESS COVERAGE

8:55 pm Remarks conclude.

The President declares the opening of the International Chamber of Commerce Congress.

The President returns to his seat.

8:56 pm Mrs. Carter and Amy rejoin the President.

Thank you to the President by Ian MacGregor.

Fireworks display.

"It's a Small World" by the choir.

GUEST & STAFF INSTRUCTION: Proceed to motorcade for boarding. Assignments as on arrival except delete Sen. Chiles and add Rep. Rogers and D. Mica to Guest & Staff Bus.

8:59 pm The President, Mrs. Carter and Amy thank their hosts and proceed to motorcade for boarding.

9:05 pm MOTORCADE DEPARTS Magic Kingdom Castle en route Lake Buena Vista Air Field.

(Driving time: 6 minutes)

9:11 pm MOTORCADE ARRIVES Lake Buena Vista Air Field.

PRESS POOL COVERAGE
CLOSED DEPARTURE

GUEST & STAFF INSTRUCTION: Board helicopters. Assignments as on arrival except add Rep. Rogers and D. Mica and D. Rubenstein to Nighthawk Two, S.Clough and J. Rafshoon to Marine One, and delete Gov. and Mrs.Askew, L.Scherer &Sen Chiles

The President, Mrs. Carter and Amy board Marine One.

9:15 pm — MARINE ONE DEPARTS Lake Buena Vista Air Field, Orlando, Florida en route Kennedy Space Center.

(Flying time: 40 minutes)

9:55 pm — MARINE ONE ARRIVES Kennedy Space Center.

OPEN PRESS COVERAGE
CLOSED ARRIVAL

GUEST & STAFF INSTRUCTION: Proceed to Air Force One for boarding. Manifest as on arrival except add Sen. Stone, Rep. and Mrs. Fuqua, D, Mica, Rep. Rogers and delete Dr. Frosch, F. Press, and Sen. Chiles.

The President, Mrs. Carter and Amy proceed to Air Force One for boarding.

10:00 pm — AIR FORCE ONE DEPARTS Kennedy Space Center en route Andrews AFB.

(Flying time: 1 hour, 55 minutes)
(No time change)

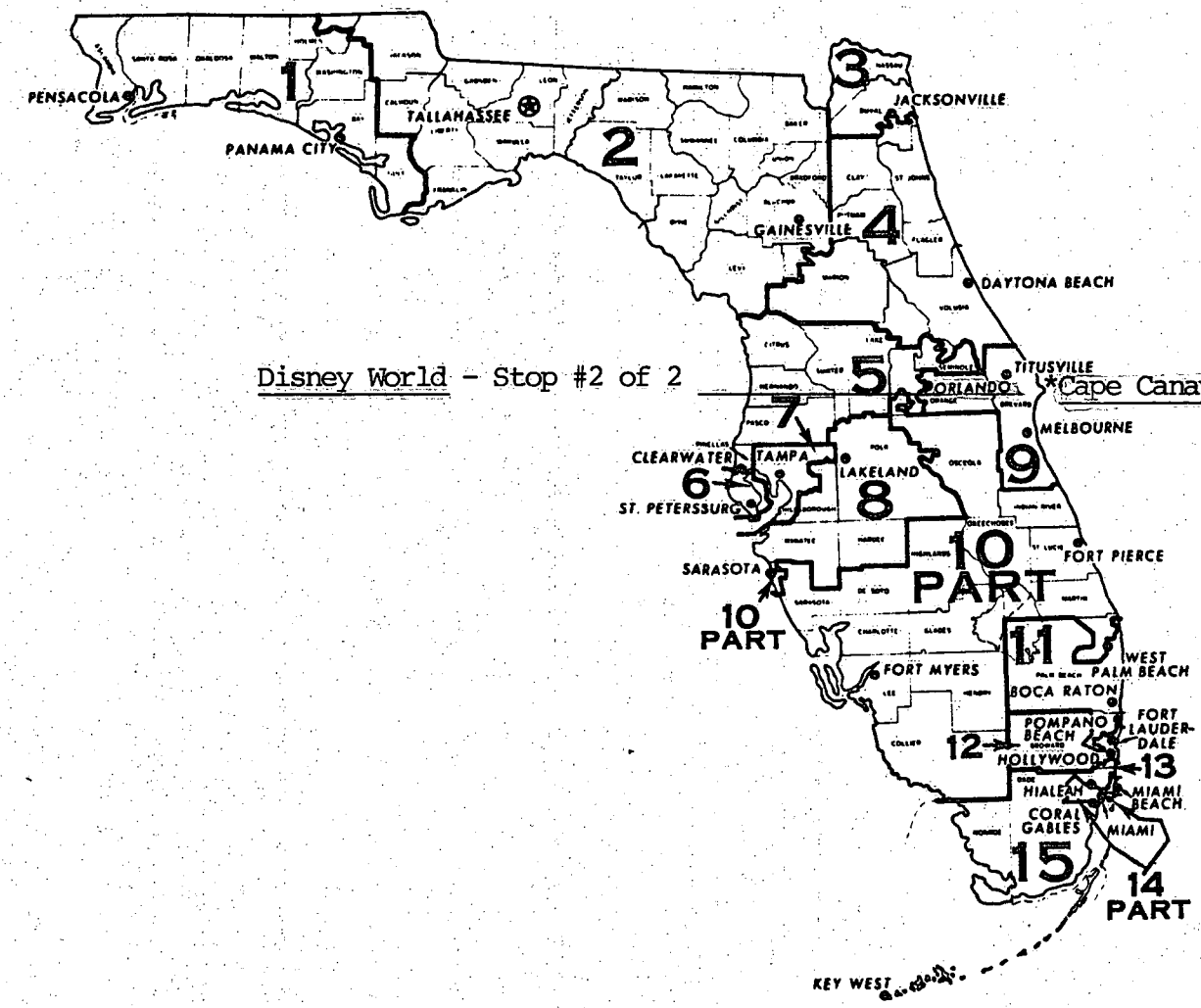
11:55 pm — AIR FORCE ONE ARRIVES Andrews AFB.

The President, Mrs. Carter and Amy board Marine One.

12:00 midnight	MARINE ONE DEPARTS Andrews AFB en route South Lawn.
	(Flying time: 15 minutes)
12:15 am	MARINE ONE ARRIVES South Lawn.

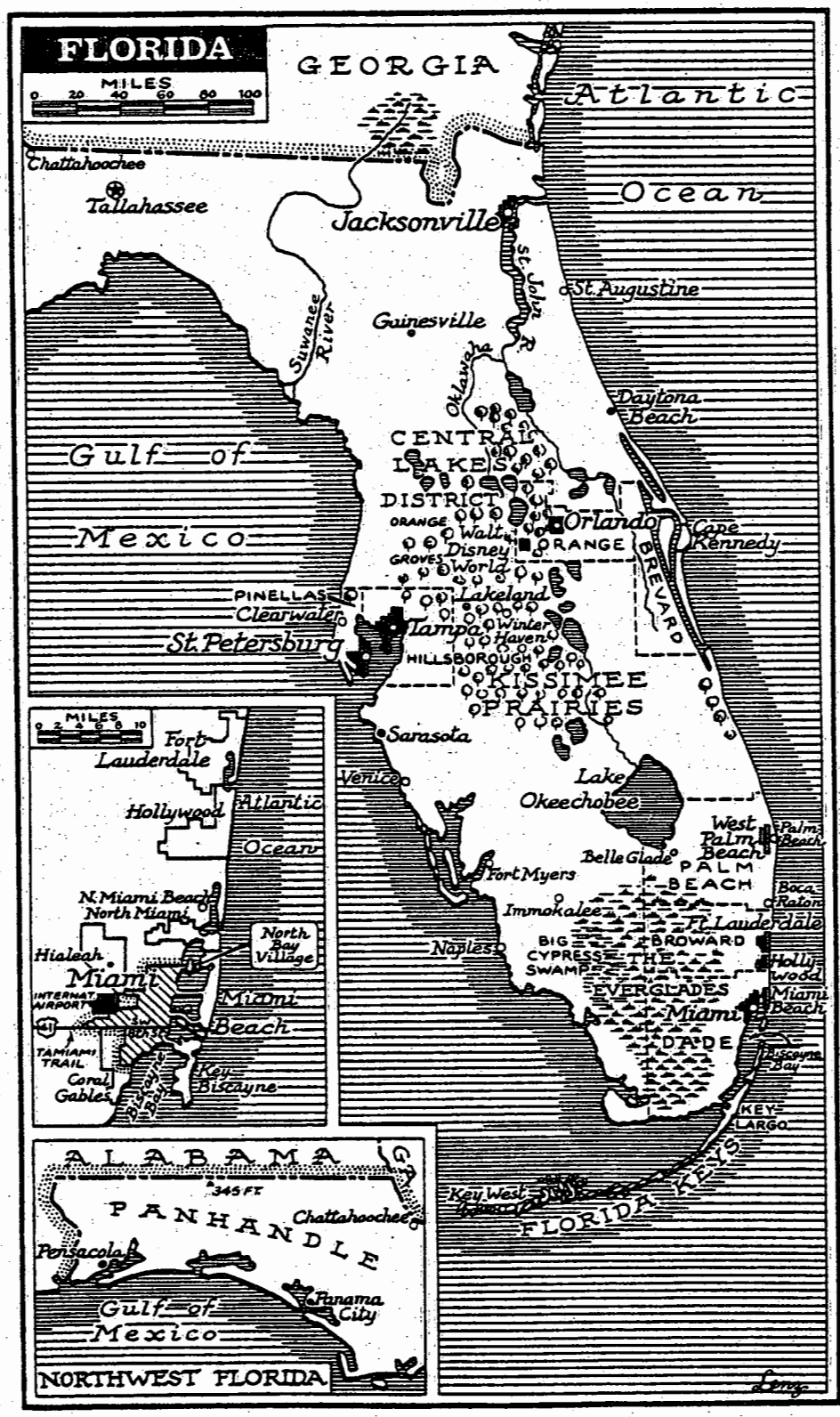
FLORIDA

(15 districts)



Disney World - Stop #2 of 2

*Cape Canaveral - Stop #1 of 2


FLORIDA
MILES
0 20 40 60 80 100
GEORGIA
Atlantic
Ocean
Chattahoochee
Tallahassee
Jacksonville
St. Johns R.
St. Augustine
Suwanee River
Gainesville
Okeefenokee
Daytona Beach
Gulf of Mexico
CENTRAL LAKES DISTRICT
ORANGE GROVES
Walt Disney World
Orlando
ORANGE
Cape Kennedy
BREVARD
PINELLAS
Clearwater
St. Petersburg
Tampa
Lakeland
Winter Haven
HILLSBOROUGH
KISSIMEE PRAIRIES
Sarasota
Venice
Lake Okeechobee
West Palm Beach
Palm Beach
Belle Glade
PALM BEACH
Fort Myers
Boca Raton
Immokalee
Ft. Lauderdale
BROWARD
Naples
BIG CYPRESS SWAMP
THE EVERGLADES
Hollywood
Miami Beach
Miami
DADE
Biscayne Bay
KEY LARGO
Key West
FLORIDA KEYS
MILES
0 2 4 6 8 10
Fort Lauderdale
Hollywood
Atlantic Ocean
N. Miami Beach
North Miami
North Bay Village
Hialeah
Miami
INTERNAT. AIRPORT
Miami Beach
TAMIAMI TRAIL
Coral Gables
Key Biscayne
ALABAMA
GA.
345 FT.
PANHANDLE
Chattahoochee
Pensacola
Panama City
Gulf of Mexico
NORTHWEST FLORIDA
Lenz

TRANSFER SHEET

Jimmy Carter Library

COLLECTION: Carter Presidential Papers-Staff Offices, Office of Staff Sec.-Pres. Handwriting File Acc. No.: 80-1

The following material was withdrawn from this segment of the collection and transferred to the XX Audiovisual Collection ___Museum Collection ___Book Collection ___Other (Specify:)

DESCRIPTION:

8x10 reproduction of approach to podum plan-Carter visit to Disney World

8x10 reproduction of banquet hall plan-Carter visit to Disney World

8x10 reproduction of helicopter landing site-Carter visit to Disney World

8x10 reproduction of departure plan-Carter visit to Disney World

8x10 reproduction of vehicle assembly site-carter visit to Kennedy Space Center (KSC)

8x10 reproduction of LCC-Carter visit to KSC

8x10 reproduction of arrival at KSC-Carter visit to KSC

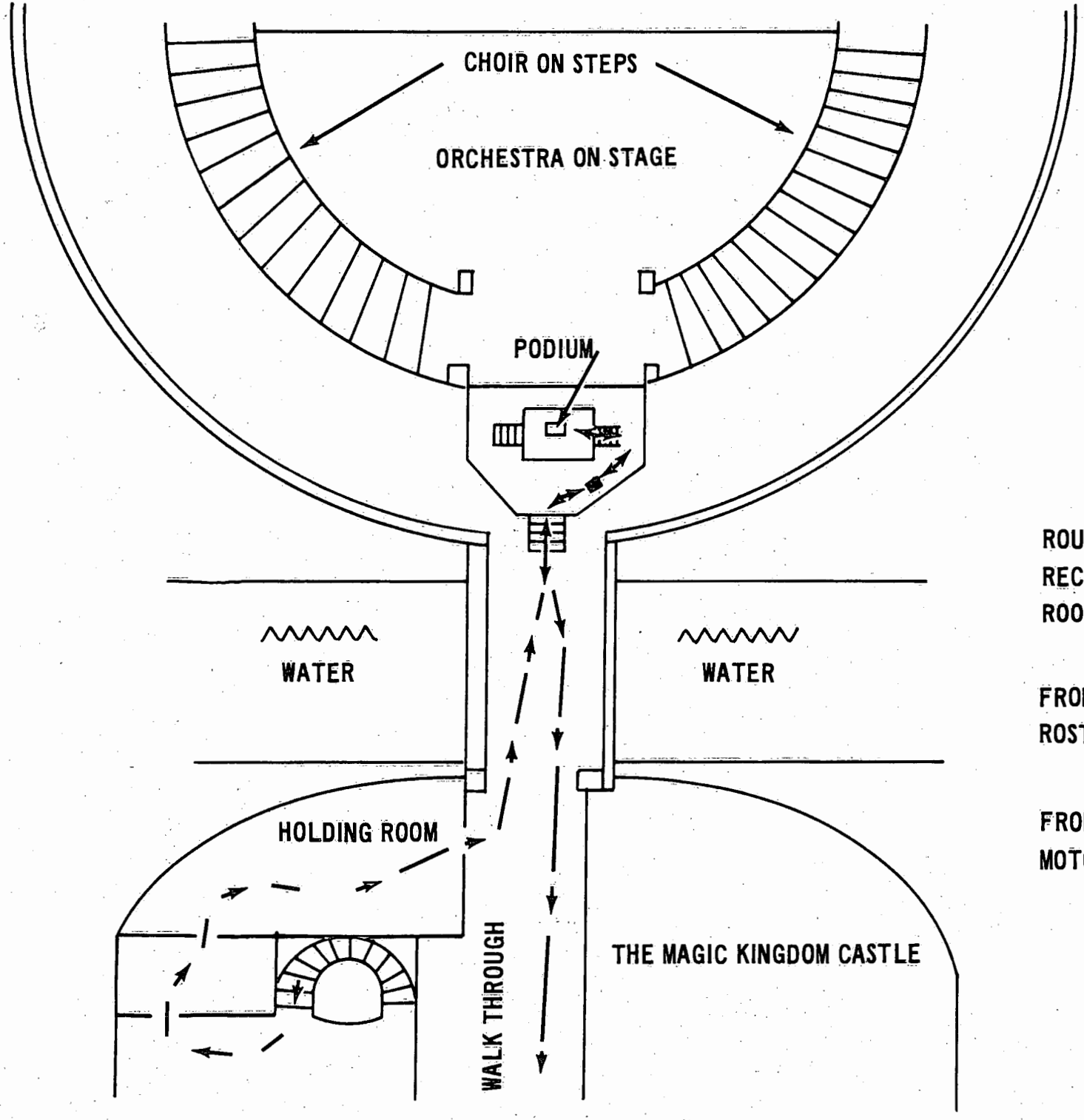
Series: Office of Staff Sec.-Pres. Handwriting File

Box No.: 104

File Folder Title: President's Trip to FL 10/1/78 [Briefing Book]

Transferred by: KJS

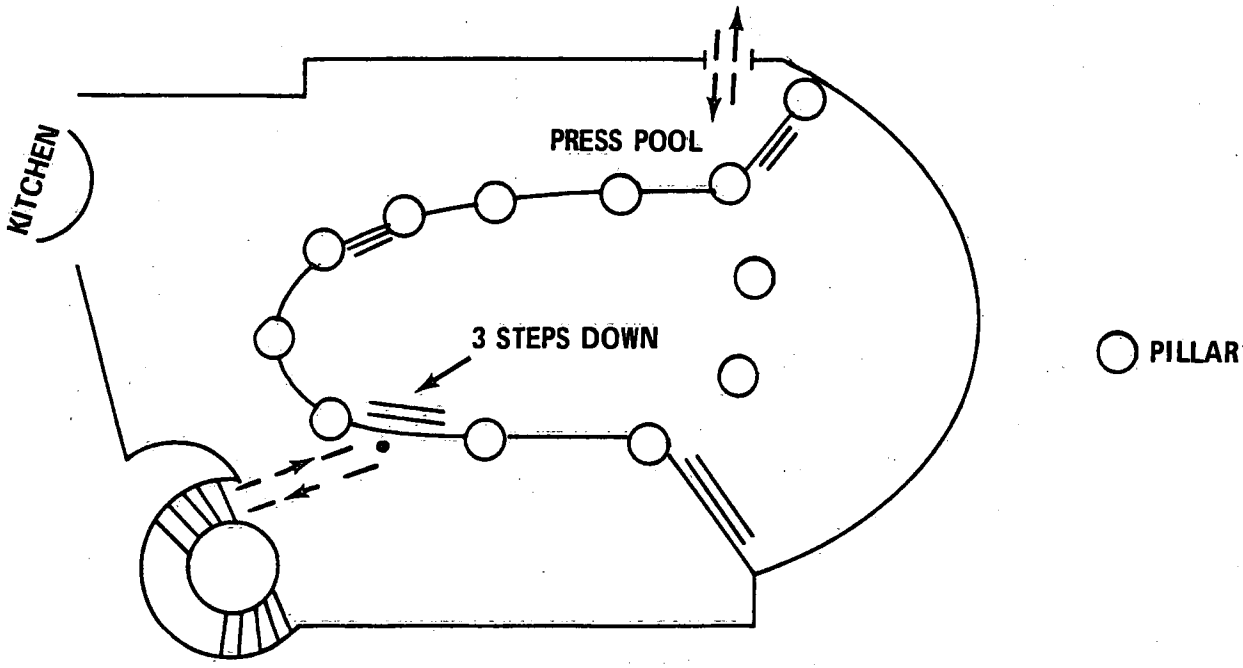
Date of Transfer: 2/1/91



ROUTE OF PRESIDENT FROM RECEPTION TO HOLDING ROOM

FROM HOLDING ROOM TO ROSTRUM

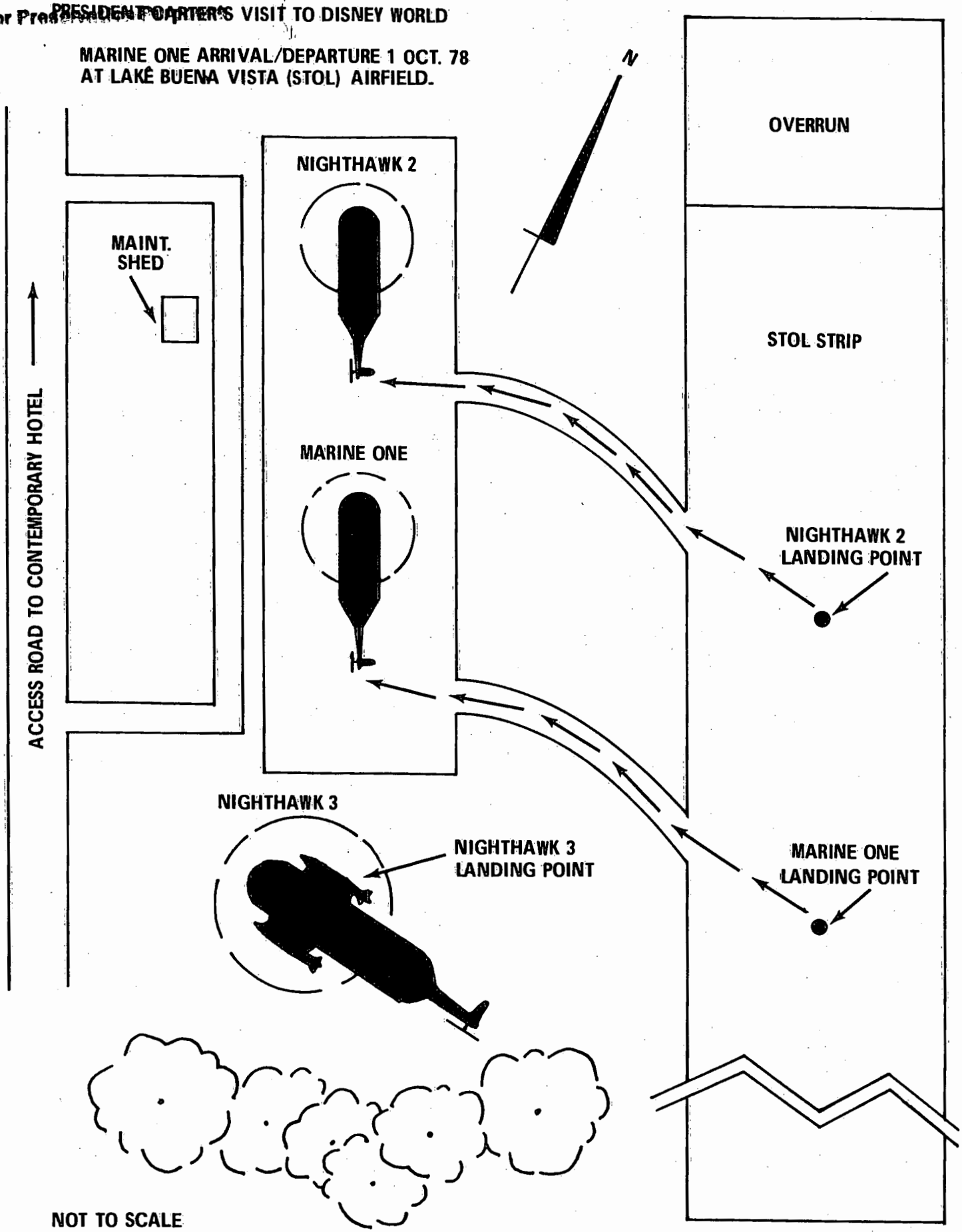
FROM ROSTRUM EXIT TO MOTORCADE



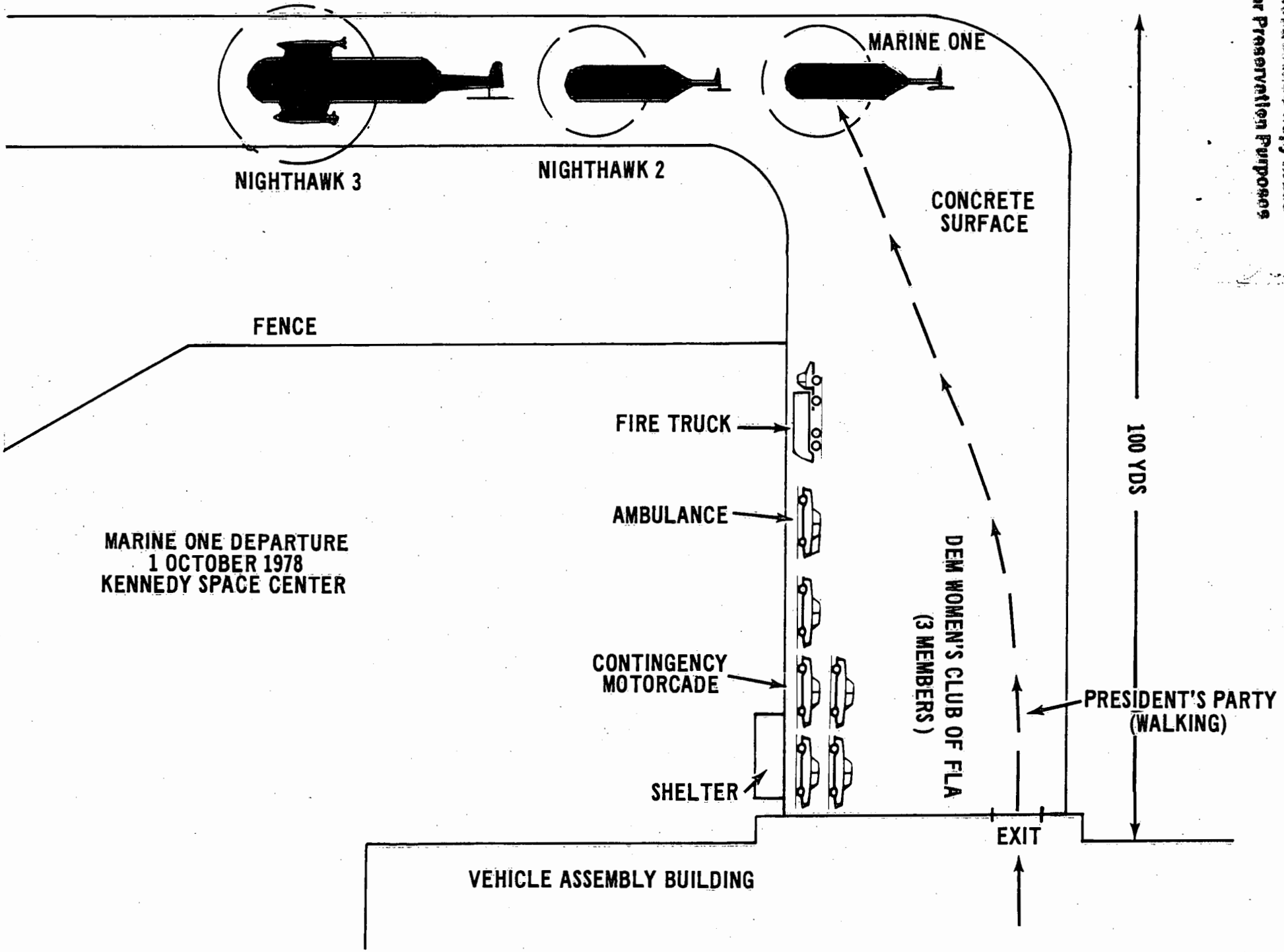
PRESIDENTIAL RECEPTION
KING STEFAN'S BANQUET HALL
2ND FLOOR
MAGIC KINGDOM CASTLE

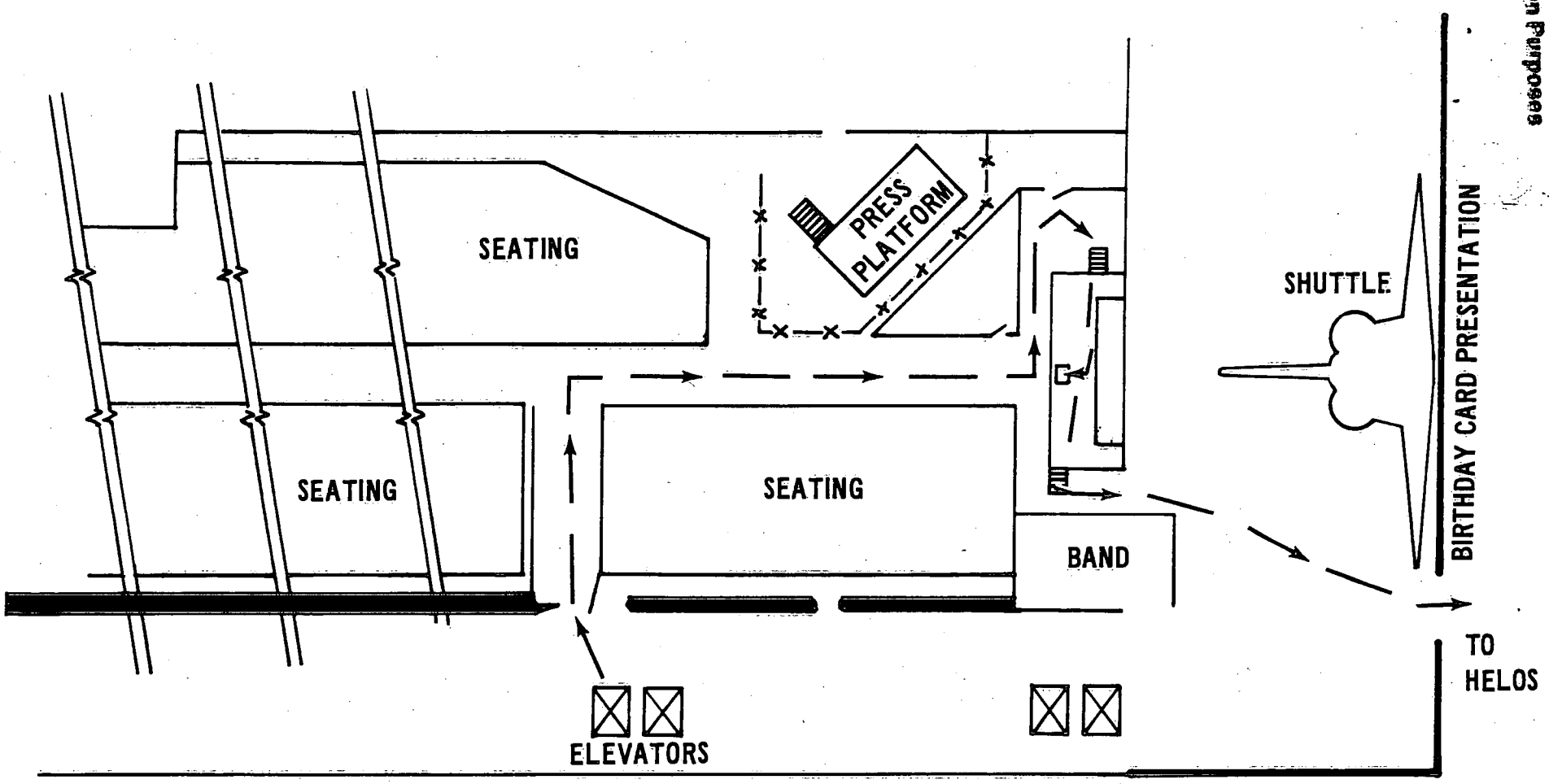
PRESIDENT CARTER'S VISIT TO DISNEY WORLD

MARINE ONE ARRIVAL/DEPARTURE 1 OCT. 78
AT LAKE BUENA VISTA (STOL) AIRFIELD.



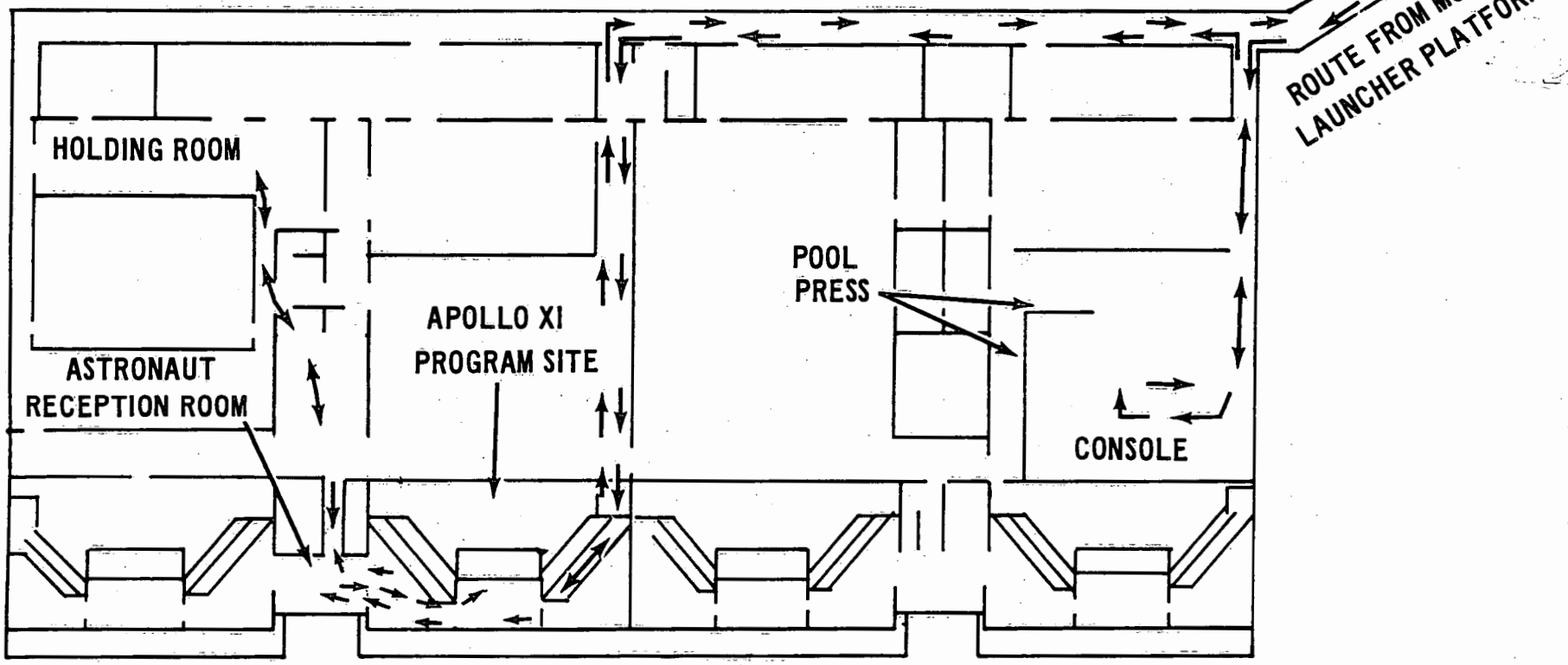
MAJOR B.B. COLE, HMX-1 9/28/78.



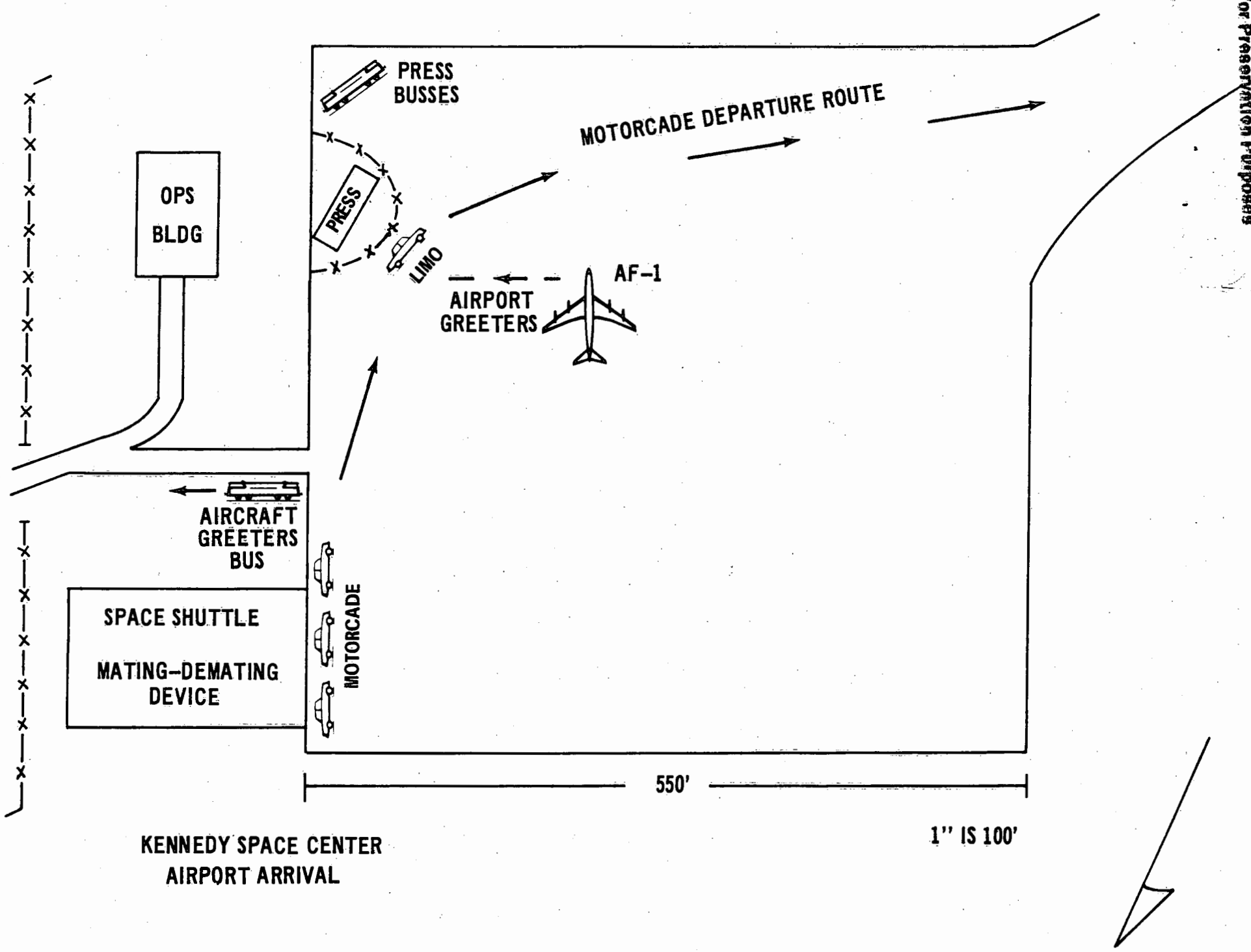


VEHICLE ASSEMBLY BUILDING SPEECH SITE

LCC THIRD FLOOR



THE PRESIDENT WILL DEPART ALONG THE SAME PATH AS HE ENTERED



KENNEDY SPACE CENTER
AIRPORT ARRIVAL

ISSUES

FLORIDA OVERVIEW

The State of Florida has been altered dramatically by the vast inmigration of a kind almost unique in American history. In 1950, the state had 2.5 million residents; now its population has swelled past 8 million. By 1980, it will probably become our seventh largest state. Many of those who comprise this influx are senior citizens and retirees, but places like Orlando, Fort Lauderdale, and Jacksonville are attracting many young families.

Politically, Florida can be divided into three distinct geographical entities based on voting patterns. North Florida tends to reflect a traditional Southern conservative Democratic outlook. Central Florida votes along conservative lines but with no great allegiance to the Democratic Party. South Florida more closely reflects the political trends of the northeastern industrial states: heavily Democratic and responsive to machine organization. Because of the population concentration in the South, this area has tended in recent years to dominate the politics of the state, a fact which has caused resentment from Central and Northern Florida.

The current gubernatorial Democratic run-off is an exception to the usual race which pits a north Floridian against a south Floridian. Both candidates are from the Miami area. Robert Shevin is currently Attorney General. He has a tough image and has campaigned relentlessly for governor for the past two years. Shevin had garnered most of the political endorsements and money that were to be had in the first primary. He pulled exceptionally well in the south Florida area and finished first statewide with 35% of the vote. He is not particularly an effective or attractive candidate and this has hurt him a great deal. His opponent is State Senator Bob Graham, who until recently was an unknown liberal Miami legislator. Graham capitalized on a "One Hundred Jobs for One Hundred Days" program where he worked in different capacities--bell boy, housewife, cigar maker, janitor, and others. Not only did this approach attract attention, but it also helped to combat his being labelled a rich man's candidate. Graham has committed nearly seven hundred thousand dollars of his own money to the campaign and received 25% of the vote out of the seven-man field. He did surprisingly well in the small rural counties in the panhandle and down

the central spine of the state, mainly because of the work of his running mate, State Senator Wayne Mixon, who has good conservative credentials. Graham hopes to repeat the run-off victories of Governor Askew and Senator Stone by coming from second place to win it in the run-off.

The run-off will be bitter. It is likely to see Shevin characterizing Graham as a liberal masquerading as a conservative. Graham has a great deal of momentum but the election will be extremely close either way.

Jack Eckerd, former GSA head, defeated Congressman Lou Frey in the Republican gubernatorial primary. Eckerd has spent over $1.5 million so far, nearly half of it figured to be his own, and promises to do more in the general. He is running on his ability as an administrator, an issue which has been called into question by the recent revelations at GSA. He has denied any maladministraton at GSA and claimed that he tried to stop any abuses. He has suggested that Democratic politicians are trying to smear him with these allegations. Without knowing who the Democratic nominee will be it is hard to predict the outcome of the general. Eckerd can be beaten by a unified Democratic Party--that much is certain. However, the unity of the Democrats is still an open question.

The Ninth Congressional District has changed greatly with the addition of Disney World. A sleepy area beforehand, it has become a boom area with a great influx of younger people seeking jobs, particularly in the service industries, construction, hotels, and other related areas. Lou Frey, who was unsuccessful in his bid for the Republican gubernatorial nomination, is currently the Congressman from this district. Ed Gurney, former Republican Senator and former Congressman from this district, is trying to recapture the seat. Gurney was acquitted in 1976 of all bribery counts for which he was charged and is pressing heavily on this fact, suggesting that he has been mistreated. His Democratic opponent is State Representative Bill Nelson from Brevard County. Nelson is young and articulate. He was helpful in your general campaign of 1976. Despite Gurney's popularity, Nelson is running a strong race and is given an even chance of defeating Gurney.

1978 FLORIDA ELECTION CONTESTS

The Florida Primary was on September 12, 1978. There will be a run-off on October 10, 1978.

U.S. Senate: There are no U.S. Senate races in Florida this year.

Gubernatorial: Governor Askew's term expires January 1, 1979. He cannot succeed himself, and the Republicans have nominated Jack Eckerd, former head of GSA. The Democratic run-off on October 10 will be between Attorney General Robert Shevin, who finished first in the primary with 35% of the vote, and State Senator Bob Graham, who ran second in the seven-man primary field.

2nd C.D: Congressman Don Fuqua(D) has had some close calls at the polls. He will be running against Republican Pete Brathwaite. This seat is considered safer than previously.

5th C.D: Congressman Richard Kelly(R) received 59% of the vote in 1976. He will be running against either Mike Olsen or David Best, now the candidates in the Democratic run-off. The Democrat could possibly capture the seat.

9th C.D: Incumbent Louis Frey, the Republican, left the House to try for the Governor's seat, but did not succeed. Bill Nelson is the Democratic candidate for this seat. His opponent is former Senator Ed Gurney. This will be an extremely close race.

11th C.D: Congressman Paul Rogers, Democrat, is retiring. Daniel Mica is the Democratic candidate, opposed by Republican Bill James. This seat has a strong possibility of going Republican, but the race is considered too close to call.

7th C.D: Democrat Sam M. Gibbons easily overcame his primary opposition and has no problem in keeping his seat.

Congressional
Delegation

SENATOR LAWTON CHILES (D-FLORIDA)

Biography: 2nd term (1982); born April 3, 1930, Lakeland, Florida; Presbyterian; married (Rhea); four children; LL.B., University of Florida Law School, 1955; U.S. Army during Korean Conflict; Florida House of Representatives, 1958-66; Florida Senate, 1966-70; Distinguished Service Award by the Florida Association for Retarded Children; elected to U.S. Senate, 1970.

Committees: Committee on Appropriations (9)
Subcommittees: Agriculture & Related Agencies
Defense
Foreign Operations
Labor, Health, Education & Welfare
Treasury, Postal Service, General Government (Chrmn)

Committee on the Budget (5)

Committee on Governmental Affairs (5)
Subcommittees: Investigations
Intergovernmental Relations
Federal Spending Practices and Open Government (Chrmn)

Special Committee on Aging (3)

Administration Support: 60.8%

Senator Chiles has a mixed record of support on key Administration issues. He voted with us on the Panama Canal Treaties, the Turkish arms embargo, the B-1 bomber, campaign financing, the waterway user fees, while opposing us on the Clinch River breeder, the farm bill, airline deregulation, and Middle East plane sales. Generally we can count on his vote unless he has a very strong constituency interest.

The Senator takes great pride in the fact that he sponsored the "Government in the Sunshine" statute. He is a crusader against fraud in the federal bureaucracy and has been extremely supportive of Jay Solomon's efforts at GSA. He is perhaps the Senate's foremost authority on federal procurement practices (his former staff member, Les Fettig, is Administrator for Federal Procurement Policy, the number three job at OMB). Chiles has been extremely disappointed, to the point of near imbitterment, because a Floridian has not been appointed to the CAB (you recall the problems with Don Tucker and more recently with Bobby Knowles -- Tucker had conflicts problems and Knowles was opposed by Kahn for purported lack of qualifications).

Chiles is very privately, but nonetheless gravely concerned with the possibility that we will nominate, for Deputy Secretary of Agriculture, Buster Hancock who is closely tied to Republicans

and who contributed to the Ford Presidential campaign.

You may want to particularly thank Senator Chiles for his generally strong and vocal support of Administration programs in the Governmental Affairs Committee (the exception is counter-cyclical revenue sharing) and his stalwart efforts to curb fraud in GSA.

His wife, Rhea, is vivacious and humorous and far more outgoing than the Senator, himself. Both enjoy playing tennis very much.

WITHDRAWAL SHEET (PRESIDENTIAL LIBRARIES)

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Carter Presidential Papers-Staff Offices, Office of Staff Sec.-Pres. Handwriting File, President's Trip to FL 10/1/78 [Briefing Book]

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THE WHITE HOUSE

WASHINGTON

September 28, 1978

Rep. PAUL G. ROGERS
(D-11-Florida)

Committees:

4 Interstate and Foreign Commerce
Subcommittees: Health and Environment (Chairman)

4 Merchant Marine and Fisheries
Subcommittees: Coast Guard and Navigation
Fisheries and Wildlife Conservation and the Environment
Oceanography

Administration Support: 66.7%

Favorable Votes:

Emergency Natural Gas -- Conference Report
Nuclear Aircraft Carrier
Tax Cuts -- Recommit $50 Rebate
Economic Stimulus -- Final Passage
Water Projects -- Derrick/Conte
Strip Mining -- Conference Report
National Energy Act -- Final Passage
Clinch River Breeder -- Brown Amendment
Social Security -- Conference Report
Clean Air Act -- Preyer Substitute
Consumer Protection -- Final Passage
B1 Bomber -- Mahon Amendment -- February 1978
D. C. Voting Rights -- Final Passage

Unfavorable Votes:

Common Site Picketing -- Final Passage
International Financial Institutions -- Final Passage
Minimum Wage -- Youth Differential
Labor Revision -- Final Passage
Minimum Wage -- Conference Report

Personal Information: Paul Roger was born in 1921 and his father, Dwight, was the first Congressman of the 6th Congressional District of Florida in 1944. He received a B. A. Degree from the University of Florida in 1942 and served four years in the Field Artillery of the U. S. Army. He separated from the service as a Major and received the Bronze Star and two battle stars. He then studied law at George Washington University and received his LL.B. from the University of Florida in 1948. After practicing law, he was elected to the 84th Congress in a special election, after the death of his father. Rep. Roger is married to the former Rebecca Bell and they have one daughter. He is 57 years old. He announced his retirement this year.

District Background: The 11th congressional district is comprised of fasionalbe Palm Beach and West Palm Beach which is the northern end of the Gold Coast from Pompano in the "Gold Coast" to Miami. High rise apartment houses and condominiums practically form a wall that blocks off the mainland from the Atlantic. With more Jews and people with blue collar background moving in the district is shifting much more Democratic politically.

Points of Interest: As Chairman of the Commerce Subcommittee on Public Health, Rogers has become one of the major powers on health policy in the country. He is a good example of intelligent specialization in selling a bill on the floor. His voting record is mildly conservative considering his district is suburban, with an economic base of commerce and tourism.

Rogers has handpicked his long-time Administrative Assistant, Dan Mica, as his successor. The 11th is the most heavily populated district in Florida and is plagued by heavy turnover which makes building a strong organization difficult for a candidate. This seat is really a toss-up and no one can predict how it will go.

Rogers is one of the best friends of the Administration in the Delegation and was a primary source of help in the aborted efforts on hospital cost containment. It would be good if we could find him a position -- he would really like one in HEW.

September 28, 1978

Dan MICA
(Democratic Candidate for Congress, 11th district, Florida)

Dan Mica attended the University of Florida and is a 1966 graduate of Florida Atlantic University in Boca Raton. After teaching in the Palm Beach County, Florida and Montgomery County, Maryland public schools, he joined Rep. Paul Rogers as a staff aide in 1968. He handled legislative research and constituent services until 1970 when he was named District Assistant in West Palm Beach. In 1972, he became Rogers' Administrative Assistant.

Mica is 34 years old and is married to the former Martha Fry; they have four children: Christine, Daniel Andrew, Jr., Caroline and Paul.

Mica announced his candidacy four days after Rogers' surprise retirement announcement. He is running against Bill James, the Minority Leader in the State House.

The 11th district has the largest population of any congressional district in the United States and has a heavy turnover, which makes building a strong organization difficult. With the migration from the wealthy suburbs of the Northeast and Midwest it was becoming increasingly Republican. Currently, however, the migration is more Democratic, with more Jews and blue collar workers. Such trends have not affected Rep. Paul Rogers, who, with his father before him, held the seat for a total of 34 years.

Before the September 12 primary, Mica received the endorsements of the Miami Herald, the Palm Beach Post, the Fort Lauderdale Sun-Sentinel and the Lauderdale News. Mica has also received the endorsement of Rep. Rogers, but will continue to campaign on his own with only occasional appearances by the current Congressman.

A number of Republicans have been campaigning for Mica's opponent, Bill James, including Rep. Jack Kemp who opened James' campaign headquarters and gave the key note address at a fundraiser.

Because both Mica and James are well known in the district, the race is too close to predict.

Mica will meet you in Florida and will fly back on Air Force One. He is giving a fundraiser in Washington on Monday, October 2.

THE WHITE HOUSE

WASHINGTON

September 28, 1978

Rep. Don Fuqua
(D-2-Florida)

Committees:

8 Government Operations
Subcommittees: Intergovernmental Relations and Human Resources
Legislation and National Security

2 Science and Technology
Subcommittees: Space, Science and Applications (Chairman)
Science, Research, and Technology
Transportation, Aviation and Weather

Administration Support: 41%

Favorable Votes:

Emergency Natural Gass -- Conference Report
200 Mile Fishing Zone
Tax Cuts -- Recommit $50 Rebate
Ban on Rhodesian Chrome
Economic Stimulus -- Final Passage
National Energy Act -- Final Passage
Minimum Wage -- Youth Differential
D. C. Voting Rights -- Final Passage

Unfavorable Votes:

Nuclear Aircraft Carrier
Common Site Picketing -- Final Passage
Water Projects -- Budget Resolution
National Energy Act -- Recommit Crude Oil Eq. Tax
Clinch River Breeder -- Brown Amendment
Labor Law Revision -- Final Passage
Social Security -- Final Passage
B1 Bomer - Mahon Amendment -- February 1978

Personal Information: Rep. Fuqua was born in Jacksonville in 1933 and attended the University of Florida from 1951 until 1953. He interrupted his studies to serve in the Korean Conflict as a member of the Medical Corps. He resumed his studies and in 1957 graduated with a degree in agricultural economics. He was elected to the Florida House of Representatives in 1958 and first elected to the U. S. House of Representatives in 1962. He is 45 years old and is married. His wife's name is Nancy and they have two children -- Laura and John.

District Background: The second congressional district is in the northern part of the state and possesses political and sociological characteristics of "Dixie" politics. However, the 2nd is Florida's blackest district (28% of its residents and 17% of its voters); and Gainsville and Tallahassee contain the state's two largest universities. The student population tends to support more liberal candidates and it's unusual that these two sizable voting blocs have elected a Congressman as conservative as Fuqua.

Points of Interest: Fuqua generally votes with the conservative Democrats on the Hill. In his position as Chairman of the Space, Science and Applications Subcommittee -- he has helped Florida in the aerospace industry.

He tried to help us on the Clinch River Breeder Reactor through the Flowers Compromise Amendment. He should suceed Tiger Teague as Chairman of the Science and Technology.

Eight-term Fuqua should have an easy time of being re-elected this year after narrowly avoiding a run-off in 1976. His 1974 opponent showed him no opposition in the Democratic primary. The Republican nominee is a former staffer for Rep. Phil Crane and former Senator Ed Gurney. Peter Brathwaite is not viewed as posing a problem in the general election.

THE WHITE HOUSE

WASHINGTON

September 28, 1978

Rep. SAM M. GIBBONS
(D-7-Florida)

Committees: #7 Ways and Means
Subcommittees: Oversight (Chairman)
Trade

Administration Support: 59.5%

Favorable Votes:

200 Mile Fishing Zone
Nuclear Aircraft Carrier
Aegis System - USS Long Beach
Water Projects - Budget Resolution
Strip Mining - Conference Report
Clean Air Act -- Preyer Substitute
Department of Energy Organization Act -- National Energy Board
National Energy Act -- Final Passage
Bl Bomber -- Mahon Amendment -- February 1978

Unfavorable Votes:

Tax Cuts -- Recommit $50 Rebate
Economic Stimulus -- Final Passage
Housing & Community Development -- Block Grant Funds
Water Projects -- Derrick/Conte
Minimum Wage -- Indexing
Minimum Wage -- Youth Differential
Clinch River Breeder -- Brown Amendment
Social Security -- Conference Report
Consumer Protection -- Final Passage
D. C. Voting Rights -- Final Passage

Personal Information: Rep. Gibbons was born in Tampa in 1920 and was educated thre in the public schools. He received his J.D.Degree from the University of Florida, and after having served in the U. S. Army for five years during World War II, was awarded the Bronze Star. Gibbons was in the initial assault force landing before D-Day in Europe. He was released from active duty as a Major, and in 1952 was elected to the Florida House of Representatives where he served for six years. He then was elected, in 1958, to the Florida Senate and served for four years until he was elected to the 88th Congress of the United States in 1962.

Rep. Gibbons' wife's name is Martha and they have three sons- Clifford, Mark, and Timothy.

District Background: Until 1962 Tampa was in the same congressional district as St. Petersburg. However, following the 1961 census, a Tampa-centered (7th) district was created. Tampa dominates this district with its 277,000 people and is well-known for its Cuban-American community. It's virtually more well-known as thenation's leading manufacturer of cigars. In the 7th, the Cuban-Americans differ from other parts of Florida in that they are traditionally Democrats. The entire district is comprised of white, working class people.

Points of Interest: Unlike traditional Florida Democrats, Rep. Gibbons has supported civil rights legislation and is known as an independent thinker and voter. In his early career he was a young liberal who pushed for institutional reforms; those causes now almost all enacted into law. Before he became a major pusher for tax reform he served on the Education and Labor Committee. In 1972 he made an abortive run at the Majority Leadership but withdrew when it was clear that O'Neill had it won.

Sam Gibbons is a member of the Inter-Parliamentary Union. He sponsored an amendment which attempted to help bring the highway bill down to an acceptable figure ($) to the Administration.

He easily overcame his primary opposition and has no problem in keeping his seat.

General
Issues

ECONOMY

Florida was particularly hard-hit by the last recession. The State's tourism and housing industries had been experiencing a boom until the 1974-5 recession; they then suffered enormous losses, and bankruptcies in the industries were widespread.

Among the worst affects of the recession was the enormous growth in the unemployment rate. The rate has gone down considerably since you took office, though it is still above the national average.

Unemployment.

State

Unemployment Rate Jan. 77	No. unemployed	No. employed
9.4%	321,900	3,116,900
Unemployment Rate Aug. '78	**No. unemployed**	**No. employed**
6.6% -2.8	245,000	3,468,000

Orlando

Unemployment Rate Jan. 77	No. unemployed	No. employed
9.7%	25,900	240,700
Unemployment Rate Jul. '78	**No. unemployed**	**No. employed**
6.4% -3.3	19,200	281,500

Business. Florida's top 50 firms, in terms of sales, had a very good year in 1977. Total for these leaders was $15 billion, up 8 percent over the previous year. A decline in business failures also points to more prosperous times. Business failures declined 34 percent in 1977 over 1976.

Military. The military establishment has become a pillar of the State's economy, ranking right behind tourism, agriculture, and the construction industry. Annual payroll to the military, civilian base employees, and retired military persons is almost $2 billion per year. Defense contracts total more than $1 billion.

Tourism. Tourism continues its boom with 17 million visitors counted during the first six months in 1978, up 11.1 percent. Total for 1978 is expected to top 31.5 million, bettering the record of 30 million set in 1977.

Exports. After touring Japan, Governor Askew was very optimistic about prospects for Florida trade opportunities in the Orient. He would like the legislation to approve a Florida office in Japan.

A study by the University of Florida reveals that Florida's exports have risen to $4.8 billion per year. They have growth by an average of 11 percent per year since 1962. The increase is so rapid the need may outstrip Florida exports' capacity in a few year. Predictions are for exports to rise to $10 billion per eyar by 1985.

GOVERNOR ASKEW

There has been some press speculation that Governor Askew may be asked by you to serve in the Administration. As you may know, the Governor has decided to leave public service for at least awhile. He will be joining a major Miami law firm as a senior partner, possibly specializing in international trade matters. He has not formally announced his new job, but it is generally known in the Florida legal-political community.

CASINO GAMBLING

The major State issue in the November elections will be whether or not casino gambling should be permitted in the Miami Beach-Miami area. A referendum permitting such gambling is on the ballot.

The effort to secure gambling is led by the Miami Beach tourist/hotel industry, which believes an additional attraction is needed for the area. But because the referendum provides that each of the State's 67 counties must share equally in the taxes collected from the casino gambling, the support for the referendum is spread thorughout the State. The issue is not, as was once expected, a simple North Flordia vs. South Florida issue.

The opposition is led by Governor Askew, who fervently believes that casino gambling will increase organized crime's influence in the State. Religious and law enforcement leaders throughout the State are also among the opponents. Recently, it was disclosed that the State's large newspaper publishers are also actively opposing the referendum, and have contributed to the financial effort to defeat the referendum.

The best polls now available indicate the State is split 50-50 on the referendum; there is no certainty as to the final outcome.

CASTRO

In the Miami area, which is heavily populated by Cuban-Americans, there is intense opposition to Castro. That bitter opposition has been a fact of life for all Florida political figures since the Cubans started arriving in 1959.

The Administration's early decision to establish a communications section in Havana was not well received among the State's Cuban-American population.

Since then, the statements by the Administration about Castro have been perceived as much tougher, and leaning against a further improvement in relations. As would be expected, this perception of a difficult outlook has rebounded to the Administration's favor with the Cuban-Americans. They are now much more favorably disposed to the Administration than they were last year.

ENERGY

Florida's heavy reliance on imported petroleum products (approximately 90%) is a source of major concern to the State's citizens. This is about 60% of the State's total supplies. Rising fuel costs resulting from this dependency have hit the State's retirement "colonies" particularly hard. Thus, utility "fuel pass-through" costs are a big issue in the State. Executive and legislative leaders oppose any Federal import tax on petroleum products, because such a tax would greatly exacerbate present problems.

Tourism and agriculture are major economic activities in Florida. Many leaders in the State believe any major increase in Federal gasoline taxes would be a severe blow to Florida's economy.

The availability and cost of natural gas is a major issue because Florida's phosphate industry produces a large percentage of the Nation's phosphate fertilizer. Natural gas is used extensively in the process used to produce fertilizer. The State of Florida is likely to benefit from the pending natural gas compromise because the agricultural sector generally, and fertilizer producers in particular, are exempted from the application of the incremental pricing and curtailment provisions of the present natural gas conference report. Thus, the phosphate fertilizer producers would not only benefit from the overall increase in gas supplies resulting from the compromise, but they would also be exempt from end-use pricing and curtailment provisions applicable to lower priority users.

Florida's utilities are concerned about the Federal Government's coal conversion policies, particularly since the State's air quality standards are stricter than Federal standards.

CROSS-FLORIDA BARGE CANAL

A decades-old Corps project has been the construction of the Cross-Florida Barge Canal. The Canal would provide a waterway cutting across Florida from the Atlantic to the Gulf Coast. Construction started during the Nixon Administration, but enormous environmental opposition forced President Nixon to order the construction halted.

During the campaign, you supported legislation which would deauthorize the Canal. You also supported restoration of the Oklawaha River, which had been partially dammed during the construction phase.

These commitments were met through your Environmental Message in May of last year. As a result of the Message, deauthorization legislation was sent to Congress and a Federal-State Task Force was begun to develop a restoration plan.

The restoration plan was announced this summer, and has received the State's support. Senators Chiles and Stone have not been pushing the deauthorization legislation, however, because of some concerns about the restoration plan (they do not support the draining of Rodman Resevoir). The Administration is working with the Senators to pass the deauthorization legislation first, and then develop a restoration plan satisfactory to them. It is not likely that any action will take place on the deauthorization legislation this year.

SUWANEE RIVER

This river is mostly wild and free-flowing; it flows from Georgia to Florida.

The Interior Department determined several years ago that the river qualified for inclusion into the Wild and Scenic River system but felt that the two states should take lead responsibility for protecting it.

The states had not taken much protective action by early 1978. At that time the Gainesville newspaper published an open letter to you asking for assistance.

After reading the letter, you asked Interior to follow through.

Interior has been working with Florida and Georgia to see what can be done. Georgia has not made much progress, but Florida has a Governor's Task Force now and is looking at a possible National Reserve concept, which would be a combination of Federal and State action. Interior feels that may work.

KISSIMMEE RIVER

Development of this river has caused high nutrient level in Lake Okechobee from farms along stream.

You supported restoration of the Kissimmee River during the campaign.

The Corps of Engineers is studying alternatives for restoring the river. The current public works appropriations bill includes $500,000 toward this study effort.

The complete study the Corps intends to do under the principles and standards process will take 3-5 years.

GSA

The GSA scandel has become an important political issue in the State.

During the Republican gubernatorial primary, Congressman Frey's major attack against Jack Eckerd centered around Eckerd's 15 month stewardship of GSA. Frey repeatedly raised questions about Eckerd's connections with the scandel - did he know what was going on and, if not, why not? Eckerd was able to disassociate himself directly with the scandel, though the repeated attacks by Frey closely diminished Eckerd's victory margin.

Eckerd apparently believes the Democratic candidate will not be able to use the GSA issue against him very effectively. Eckerd is prepared to point out that you asked him to remain in the job but that he refused because of your decision to select his deputy, Robert Griffin.

scandal

HEALTH

The Governor and other State officials are concerned about rising Medicaid costs and the workability of the Medicaid Management and Information System. The State holds that federal laws allowing reimbursement for actual costs in nursing homes and hospitals defeat any of their attempts at cost containment and that the Medicaid Management Information System is an unworkable system. State officials see the present system of Professional Standards Review Organizations (PSROs) and Health Systems Agencies (HSAs) as system tinkering, with little cost containment possibilities.

The organization and structure of the Florida Department of Health and Rehabilitative Services is a continuing subject of controversy within the State. Florida voters will determine in a November referendum if the State's health programs will remain within the Department of Health and Rehabilitative Services or if a separate Department of Health will be created. There was some trading between the Governor and the Florida Medical Association to get this issue on the ballot. The Florida Medical Association is afraid of future national health policy and is pushing to set up a separate Department of Health with a medical doctor as its director.

Florida statutes establishing the Department of Health and Rehabilitative Services created an administrative system with relatively great authority vested in eleven District Administrators and relatively little in the Program Director for Vocational Rehabilitation. The Department of Health, Education and Welfare's Rehabilitation Services Administration held that the structure embodied in the proposed State Plan for 1976 was inconsistent with the organizational unit requirement of the Rehabilitation Act of 1973. Florida sought a waiver of the organizational unit requirement but was denied by the Secretary. Subsequently, the State brought suit in Federal District Court challenging the organizational unit requirement. On March 29, 1978, the district court found for the Secretary on all issues. Florida has appealed this decision to the Fifth Circuit Court of Appeals. The Secretary has assured the Governor that the Department will cooperate with State officials to assure that services to clients are not disturbed.

The Governor may voice his desire for White House support of the Senate version of the Vocational Rehabilitation Bill which is now in Conference. The State opposes the Brademas Bill.

TRIDENT

Titusville, Florida (Mosquito Lagoon), one of the five proposed sites for location of the Trident submarine base, is still actively lobbying for Navy selection over front runner, Kings Bay, Georgia (Titusville is along the Atlantic Seaboard, near Cape Canaveral). Titusville Mayor Charles Liles was quoted in the Wednesday, September 27th Atlanta Journal as saying he believes the fact that the Navy recently delayed selection of its "preferred alternative location" for the East Coast Trident site for several months (until December is an indication the lobbying has paid off.)

The Navy has again delayed final decision, but there is little doubt in Navy that the Kings Bay site will eventually be chosen. Senators Chiles and Stone recognize this fact, and have been discouraging efforts to boost the Titusville site. They fear that hopes will be unnecessarily raised by an active Titusville campaign.

There is strong opposition to a selection of Titusville from environmentalists in the State.

FLORIDA APPOINTMENTS

Departmental

Harry E. Bergold - Assistant Secretary of Energy for International Affairs

Jay Janis - Undersecretary of Housing and Urban Development

Boards and Commissions

Claud Anderson - Federal Co-Chairman, Coastal Plains Regional Commission

Sydney D. Andrews - Member, U.S. Metric Board

Governor Reubin Askew - Member, Advisory Commision on Intergovernmental Relations

Calvin W. Carter - Member, Advisory Commission on Historic Preservation

Lester E. Edmond - U.S. Director of the Asian Development Bank

Oliver J. Keller - Commissioner, U.S. Parole Commission

Sarah I. Santamaria - Member, Advisory Commission on Foreign Languages and International Studies

Frederick Henry Schultz - Member, National Council on Educational Research

Richard R. Swann - Director, Overseas Private Investment Corporation

Manuel Vazquez - Member, Commission on Presidential Scholars

Charles J. Zwick - Chairman, Presidential Commission on Military Compensation

Ambassadors

Alfred L. Atherton - Ambassador-at-Large

Mayor Maurice Ferre - Alternate Representative of the USA to the 20th Session of UNESCO

Marshall W. Wiley - Ambassador to Oman

FLORIDA APPOINTMENTS, continued

U.S. Attorneys, Marshalls, and Judges

Jacob V. Eskenazi - U.S. Attorney, Southern Florida

Donald Forsht - U.S. Marshall, Southern Florida

Carl Gardner - U.S. Marshall, Northern Florida

George Grosse - U.S. Marshall, Middle Florida

George C. Carr - U.S. District Judge, Middle District of Florida

Jose A. Gonzalez - U.S. District Judge, Southern District of Florida

William M. Hoeveler - U.S. District Judge, Southern District of Florida

Howell W. Melton - U.S. District Judge, Northern District of Florida

CAPE CANAVERAL

TRANSFER SHEET

Jimmy Carter Library

COLLECTION: Carter Presidential Papers-Staff Offices, Office of Staff Sec.-Pres. Handwriting File

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DESCRIPTION:

8x10 color reproduction of map of KSC

Series: Office of Staff Sec.-Pres. Handwriting File

Box No.: 104

File Folder Title: President's Trip to FL 10/1/78 [Briefing Book]

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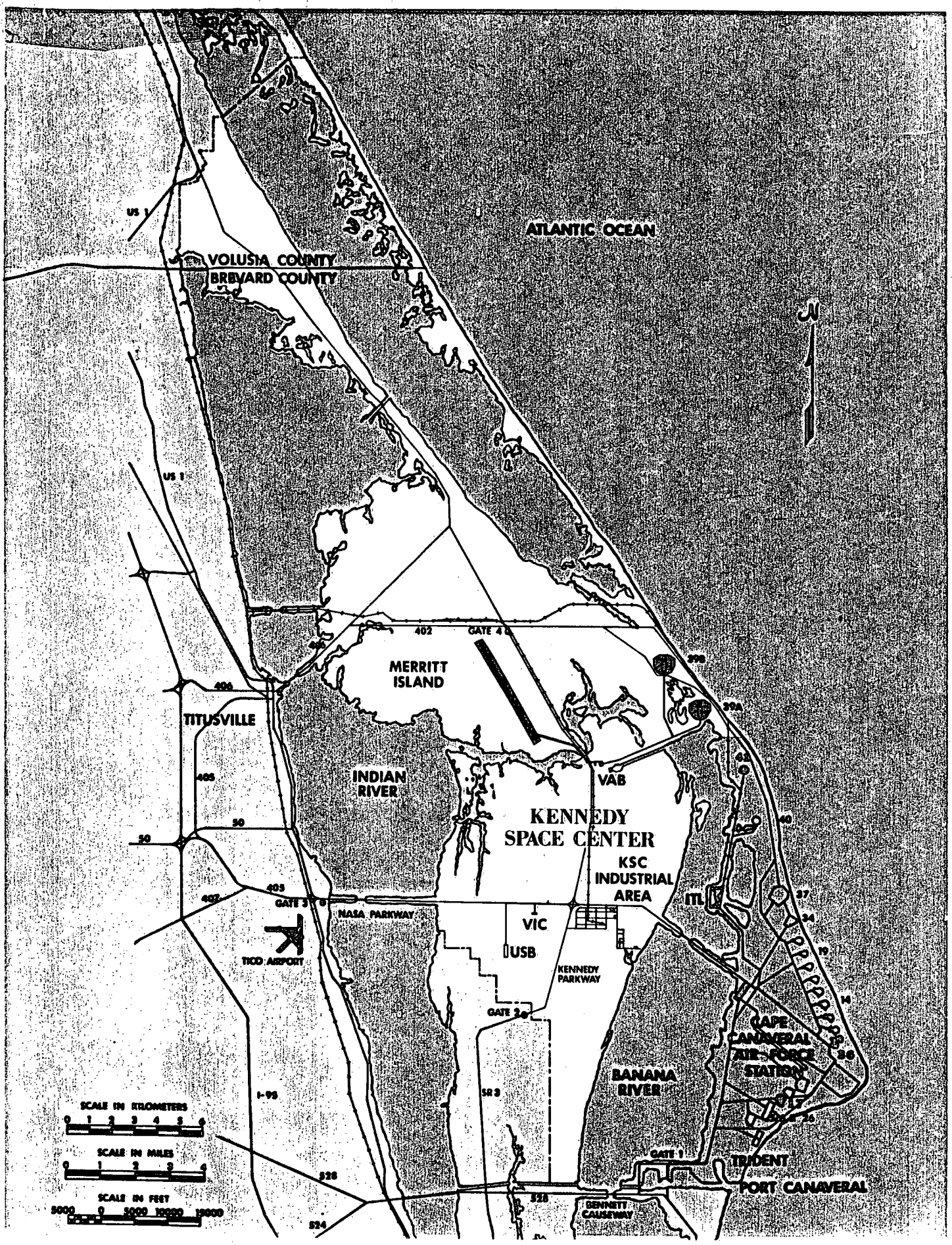
Date of Transfer: 2/1/91



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116-KSC-77PC-47 UNCL. 3/1/77

NASA/ADMIN. W/O F902-096
MAP - KENNEDY SPACE CENTER, CAPE CANAVERAL AIR FORCE STATION AND SURROUNDING AREA. (br)

NASA

GENERAL PERCEPTION. The engineering and scientific community, for the most part, think NASA is one of the most efficiently run agencies. This is not surprising; supporters vividly recall the unparalleled Apollo achievement. While not a large segment of the population, space advocates are vocal and have financial support from the aerospace industry. NASA is also viewed positively worldwide by those countries that have bilateral space relationships.

This perception carries over to Congress. Some in Congress would like to see NASA return to a single large engineering focus--e.g., like the Apollo program. They are not the majority of legislators; however, their proposed legislation--introduced to move faster on solar power satellites -- carries some weight. With respect to the public, it's not clear how much support there is for the space program. The Air and Space Museum does receive 10 million visitors annually, and space films have been very popular. But the overwhelming national interest in space of the 1960's seems to have abated.

NASA UNCERTAINTY. The Apollo program cost $25 billion, one-fourth of our total space expenditures. Some in NASA are in search of a similar project. Consequently, they feel uncertain about the present direction in our civil space policy. This "Apollo mentality" is not reflected throughout NASA. Administrator Bob Frosch is quite pragmatic and is comfortable with the emphasis on practical applications and exploration. The uncertainty at NASA is enhanced with the runout of the second large engineering project, the Space Shuttle, and by the fact that one-half the Federal space expenditures now go to military/intelligence programs.

NASA CURRENT ISSUES

Note: The Presidential Space Policy developed over the past few weeks deals with the major issues presently facing NASA. Other issues, and their status, are outlined below.

Shuttle Status

In July and August, NASA conducted a detailed Shuttle program review to permit an accurate, updated assessment of cost, schedule and performance. The review showed that substantial progress has been made this year. Highlights include the successful completion of the approach and landing test with Orbiter 101, the "Enterprise", which has now been shipped to the Marshall Space Flight Center in Alabama for vibration tests; a series of mission-duration test firings of the main engines at the rated power level; and the successful completion of the first phase of the three-engine configuration Main Propulsion Test Program.

With respect to overall Shuttle schedules, the review showed that if all planned tests were successful and certain work ajdustments were implemented all program elements could be ready for a September, 1979 first manned orbital flight (FMOF)--six months later than the previous internal working schedule, and three months later than the public commitment date. September 1979, therefore, has been set for the FMOF in an internal target working schedule. If unforeseen problems arise or the tests are not entirely successful, this schedule could be pushed back. However, NASA believes that there is a strong probability of flying the FMOF during CY 1979.

The program review showed the only significant Shuttle problems to be with the main engine and the vehicle's weight. While the engine development has been slower than desired, tests show that the engine is soundly designed. Substantial progress is being made with the Shuttle engine, and if testing continues to go well the engine could be certified in time for a September 1979 FMOF. The weight problem does not present any constraint to early flight tests, but does present some problems for both the Galileo mission to Jupiter and certain Air Force missions. However, a weight saving program in the Orbiter and the External Tank can satisfy all mission requirements until mid-1984. Performance augmentations being studied would enable the Shuttle to meet the identified requirements of all missions beyond that time.

KENNEDY SPACE CENTER

The Kennedy Space Center (KSC) is NASA's primary center for the test, checkout, and launch of space vehicles and has been designated the primary launch and recovery site for the Space Shuttle. It is located approximately 50 miles east of Orlando and 150 miles south of Jacksonville on Florida's east coast. The center is 34 miles long and varies from five to ten miles wide, a total area 140,393 acres.

There are three major operational areas: Industrial Area, Launch Complex 39, and the Expendable Launch Vehicle Operations Area on Cape Canaveral Air Force Station.

The Industrial Area contains buildings for offices, laboratories, computer and communication centers and many other general support facilities.

Launch Complex 39 has been the site for the Apollo flights to the Moon, the Skylab Program, and the Apollo/Soyuz Test Project. This complex will also be the launch site for the Space Shuttle. The most notable facilities are: The Vehicle Assembly Building (VAB), a massive structure 525 feet high and covering eight acres of land, designed for vertical assembly and checkout of the Saturn V/Apollo Launch Vehicle and since modified for similar use with the Space Shuttle; two launch pads; and the Launch Control Center, housing four firing rooms and computers for automated checkout and launch procedures.

The Expendable Launch Vehicle Operations Area is located on the Cape Canaveral Air Force Station across the Banana River from KSC. It was the site for all of the U.S. Space accomplishments prior to the Apollo Program and continues to make significant contributions to the Space Program with its launches of unmanned payloads such as communications, weather, and earth resources satellites and planetary investigation probes.

The population of KSC is approximately 10,000 to 11,000 persons of which 2,300 are civil servants, 6,400 are contractor personnel, 1,300 are tenants, and 600 are construction related. At its peak population in FY 1968, there were approximately 21,000, including three times as many contractors employed at the center as there are at this time. This decrease has contributed significantly to the unemployment problems in the surrounding area in recent years.

The Center Director at KSC is Lee R. Scherer, a retired Navy Captain and 1942 graduate of the Naval Academy.

Additional funding is required to support the revised FMOF schedule and allow the most expeditious completion of the Shuttle's DDT&E program. These funding requirements are not due to any single element, but are due to several items, including the main engines, solid rocket boosters, external tank and thermal protection system. Generally, more work has been found necessary than was originally estimated. Shuttle development funding required in FY 1979 exceeds previous plans by $150 to 200 million. Our current estimate of the total Shuttle development costs is 8-9% higher than the early estimate of $5.2 billion (1971 dollars).

The FY 1979 and 1980 funding situation has been discussed with OMB and will be considered in detail in the process of formulating the FY 1980 NASA budget. NASA is reviewing, together with the DOD, the potential impact if additional Shuttle development funds are not available in FY 1979. Preliminary assessments show that the first manned orbital flight would be delayed an additional six to nine months, that delivery of production Orbiters would be delayed up to one year, and that overall program costs would be increased on the order of $1 billion.

Skylab

Here the picture has improved in recent months, but the likelihood of reaching the Skylab in time to achieve a successful reboost or deboost remains marginal. NASA estimates reentry in April or May of 1980. This would allow the Shuttle rendezvous and reboost/deboost attempt in December 1979 or February 1980 (second Shuttle flight) depending on the date of FMOF

Soviet Space Activities

Soviet long-term space objectives appear to include manned Mars exploration; their research emphasizes long-duration manned flight (Salyut now holds the world record) and closed environments. Their spacecraft and propulsion technology is approaching the necessary sophistication for such a mission.

The two current agreements provide for cooperation in manned and unmanned programs. Unmanned exchanges are continuing in connection with planetary exploration, lunar sample analysis, biological research, satellite-aided search and rescue, etc. The principle manned flight agreement calls for study of joint missions using the Shuttle and Salyut spacecraft. The US has been delaying meetings scheduled to bring this study to the point of commitment to implementation pending further internal review and evaluation.

Chinese Space Activities

Except that the Administrator of NASA accompanied Dr. Press to China, no further details have been made public. Subjects being followed up are the Chinese interest in procuring domestic communications satellites and a ground station for direct readout of Landsat data.

TOUR SEQUENCE

Air Force One will touch down on the Shuttle Landing Facility, one of the longest runways in the world. This facility will be the primary landing site for all Shuttle missions following the initial four test flights which are scheduled to land at Edwards Air Force Base, California. On the landing facility apron, the President will see a mate/demate device which will be used to remove the Shuttle orbiter from its 747 carrier aircraft when it arrives early next year.

The President will travel along the Shuttle orbiter tow-way to the Orbiter Processing Facility. The doors to one of the two OPF processing bays will be open, and the President's car will pause briefly at the open door to view the work stands.

From the OPF, the motorcade will proceed to Launch Pad A which is being readied for the first Shuttle launch. En route to the pad, the President will see the Mobile Launch Platforms used in Apollo, Skylab, and Apollo-Soyuz. These launch platforms are presently being modified for Shuttle use. The roadway to the pad parallels the crawlerway, a specially prepared roadbed over which the Shuttle will be carried to the pad on its Mobile Launcher by a large tracked transporter.

At the launch pad, the President will disembark. Using a model of the Shuttle pad, a briefing on launch pad operations will be given and the President will be able to see the facilities which are nearing completion.

The motorcade will proceed from the pad to the Vehicle Assembly Building. Just outside the door of one of two Shuttle assembly bays, a transporter is parked. The President will be driven underneath the transporter and will leave his car at that point for a tour through the Vehicle Assembly Building and the adjacent Launch Control Center. He will be taken by elevator to the fifth level of the VAB where he will go aboard the Mobile Launcher which will be used for the first Shuttle launch. From the Mobile Launcher, the party will walk through the VAB and across an enclosed crosswalk to the Launch Control Center. In the Launch Control Center, he will enter Firing Room #1 where he will be briefed on the Launch Processing System, a highly automated and computerized system which will be used throughout Shuttle processing, including assembly, checkout, and launch.

From Firing Room #1, the President's party will proceed to Firing Room #3. There he will be joined by the astronauts and their families. Firing Room #3 was used during Apollo, Skylab, and the Apollo-Soyuz programs. The final three minutes of the countdown and launch of the Apollo 11 mission will be simulated for those gathered in the Firing Room. This simulation is a regular stop on the public bus tours of the Kennedy Space Center.

Following the launch simulation, the astronauts' families will proceed to the Vehicle Assembly Building for the Congressional Space Medal of Honor award ceremony. After being given an opportunity to freshen up, the President, the astronauts and Mrs. Grissom will return to the Vehicle Assembly Building. They will enter the ground floor of the Assembly Building from a point approximately halfway down the transfer aisle where the ceremony will take place. A 15-foot wide walkway will be roped off to the speakers' platform.

The audience will number approximately 5,000 people, mostly NASA employees and their families as well as special guests from industry and government.

Following the ceremony, the President and those going on to Disney World will walk behind the podium and out of the VAB where helicopters will be waiting.

TRANSFER SHEET

Jimmy Carter Library

COLLECTION: Carter Presidential Papers-Staff Offices, Office of Staff Sec.-Pres. Handwriting File Acc. No.: 80-1

The following material was withdrawn from this segment of the collection and transferred to the xxxAudiovisual Collection ___Museum Collection ___Book Collection ___Other (Specify:)

DESCRIPTION:

8x10 color photo of shuttle assembly bldg.-Carter KSC visit

8x10 color photo of runway-Carter KSC visit

8x10 color photo of shuttle disconnect apparatus-Carter KSC visit

8x10 color photo of launch sites-Carter KSC visit

8x10 color photo of orbiter towway-KSC visit

8x10 color photo of orbiter processing facility-KSC visit

8x10 color photo of crawlerway-KSC visit

8x10 color photo of Crawler-transpoter-KSC visit

8x10 color photo of mobile launcher platform-KSC visit

Series: Office of Staff Sec.-Pres. Handwriting File

Box No.: 104

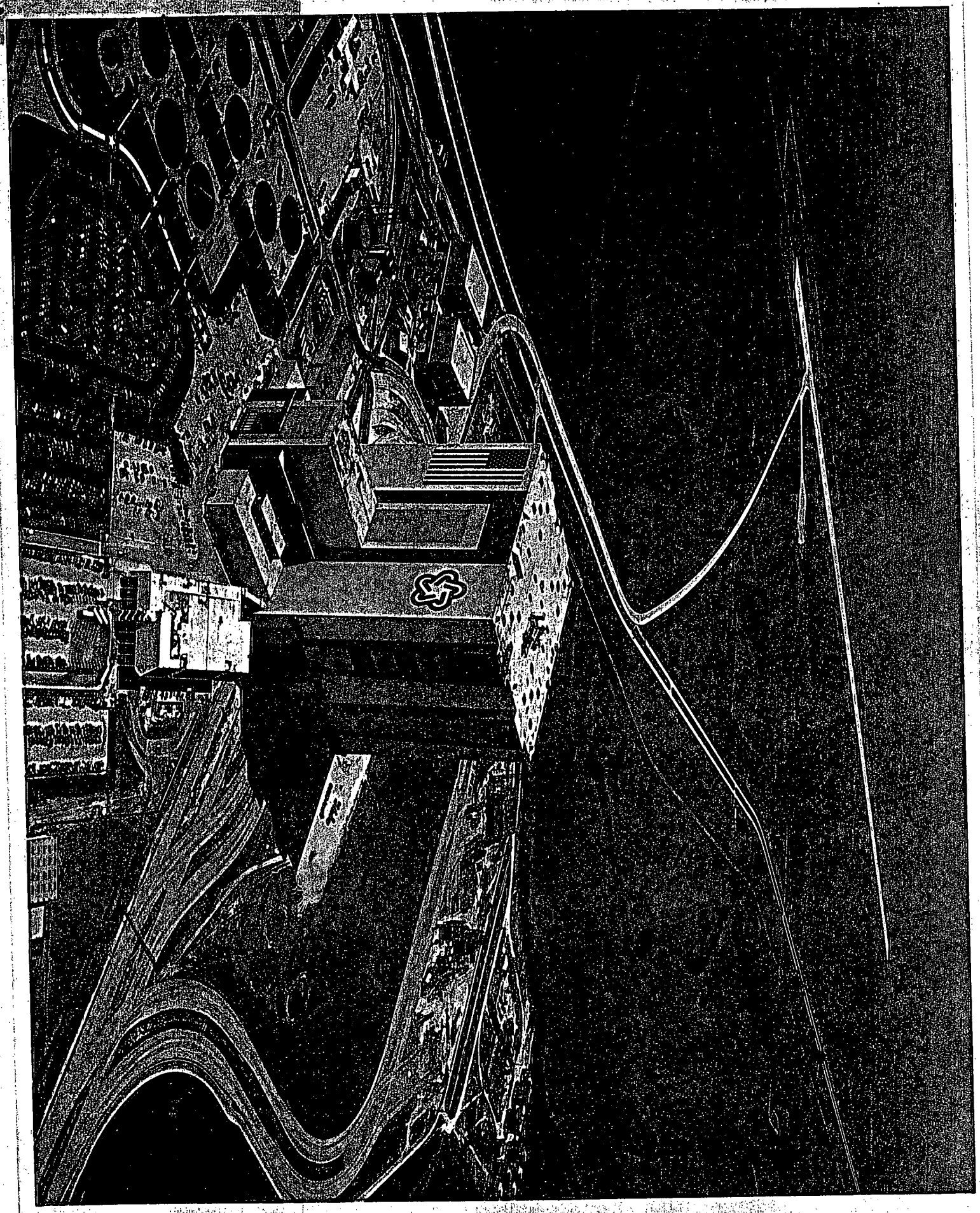
File Folder Title: President's Trip to FL 10/1/78 [Briefing Book]

Transferred by: KJS

Date of Transfer: 2/4/91

VEHICLE ASSEMBLY BUILDING

The Vehicle Assembly Building (VAB), used for the assembly of Saturn V/Saturn IB space vehicles during the Apollo/Skylab eras, has been modified to accommodate shuttle processing. External Tanks and Solid Rocket Boosters will be stored and serviced in the two high bays on the west and space shuttle vehicles will be erected atop Mobile Launcher Platforms in the two high bays facing to the east and the launch pads. The VAB has 3.25 hectares (8 acres) of ground area and is 160 meters (525 feet) high. With a volume of (129,428,000 cubic feet), the VAB is the world's second largest building.



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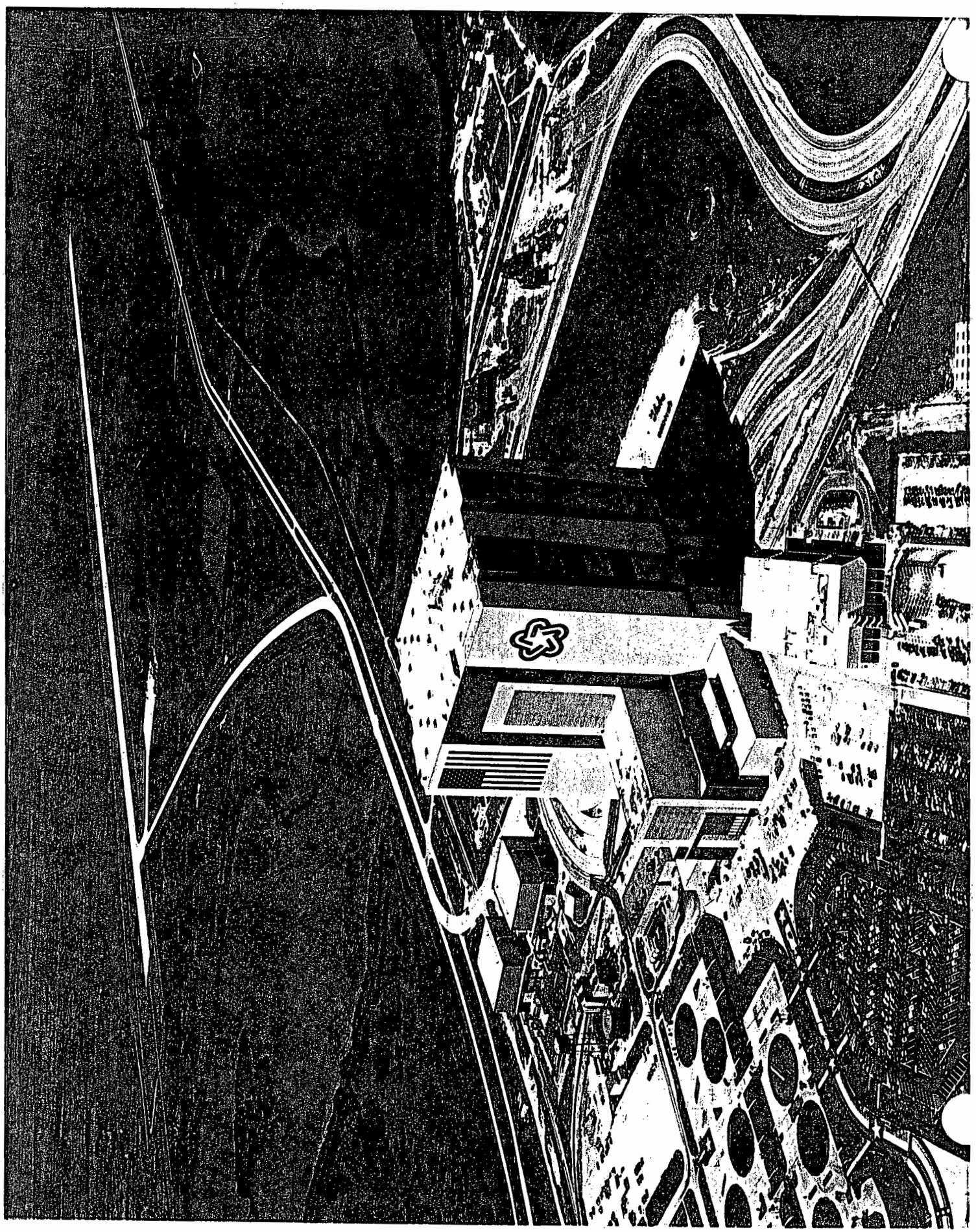
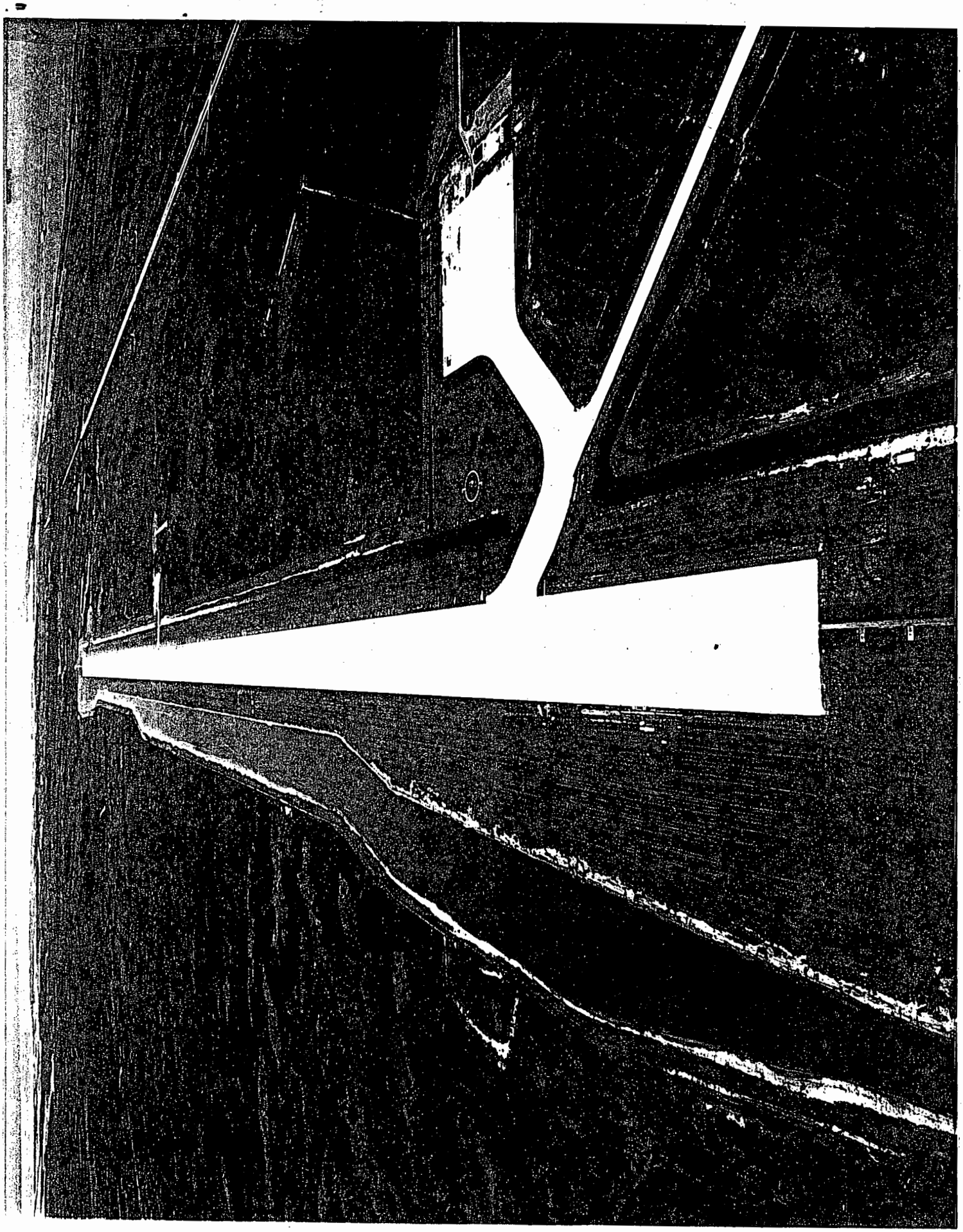


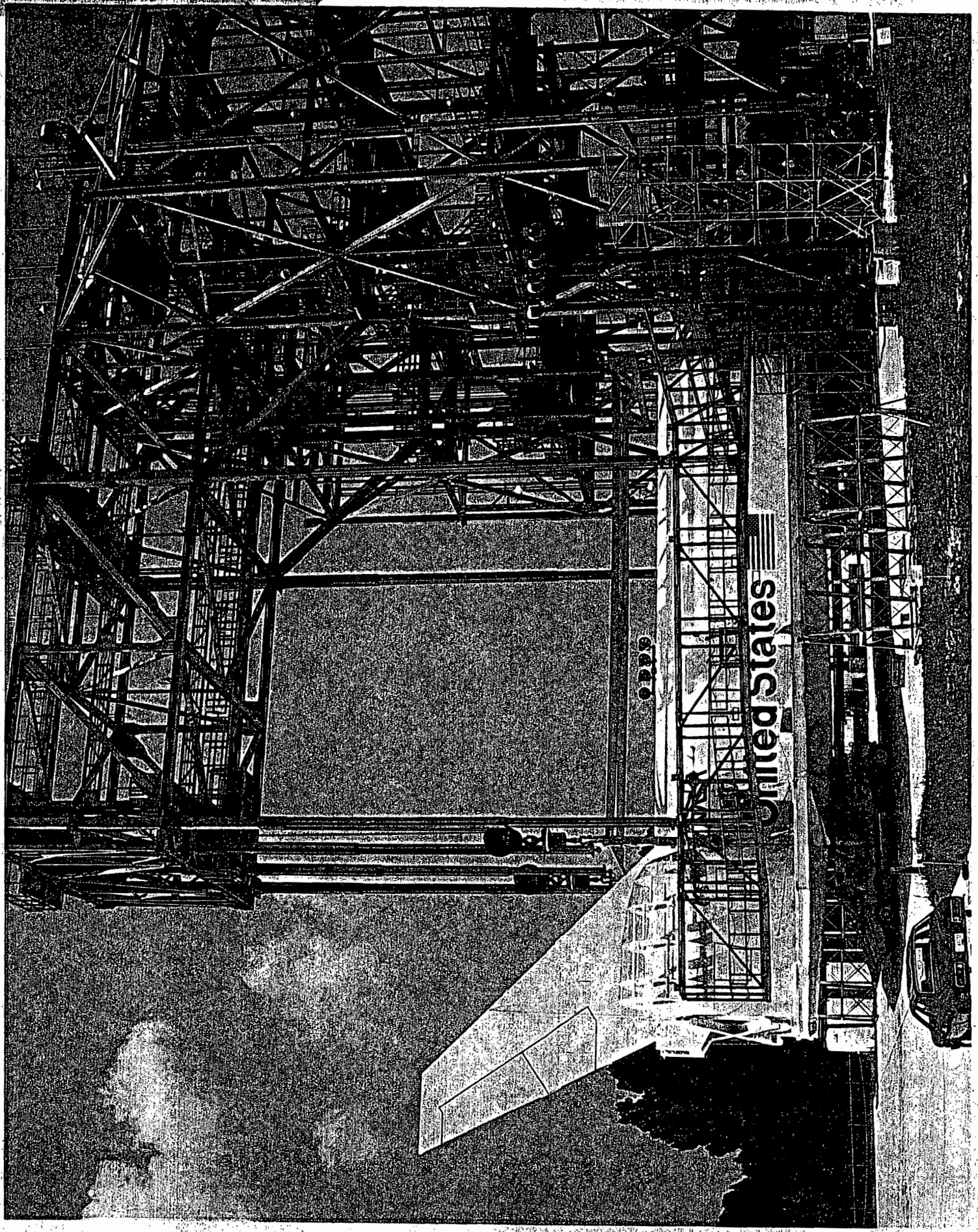
SHUTTLE LANDING FACILITY

Air Force One will touch down on the same runway the Orbiter will land on when it returns to Earth after its mission. It is one of the largest runways in the world. Kennedy Space Center's Orbiter Landing Facility is 15,000 feet long and is as wide as the length of a football field, 300 feet. It has 1,000 feet of paved overruns at each end.



MATE/DEMATE DEVICE

Adjacent to the northeast corner of the landing area the President will see a mate/demate device, an open steel structure which will be used to remove the Shuttle Orbiter from its 747 Carrier Aircraft which will ferry it to the Kennedy Space Center early next year.



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NASA/SHUTTLE [illegible]
SHUTTLE CONSTRUCTION-PROGRESS-ORB HOISTING
VALIDATION AT OLF AREA.(N-3)(P-A-7)(ST)
(213)

LAUNCH PAD A

Pad A is being modified for Space Shuttle launch operations and is nearing completion. The red, square, cross-section steel structure is the Fixed Service Structure (FSS). The FSS provides access to the Shuttle Orbiter and the Rotating Service Structure (RSS). The FSS is 347 feet high from the surface of the pad to the top of the lightning mast.

The other part of the structure is called a Rotating Service Structure and will be used to load Shuttle payloads into the Orbiter's cargo bay while it is being serviced at the pad. It will also provide access for other servicing as the Orbiter is prepared for launch. The RSS has a height of 189 feet above the pad and rotates through an arc of 120^{o} over a radius of 120 feet from the extended to the parked position.

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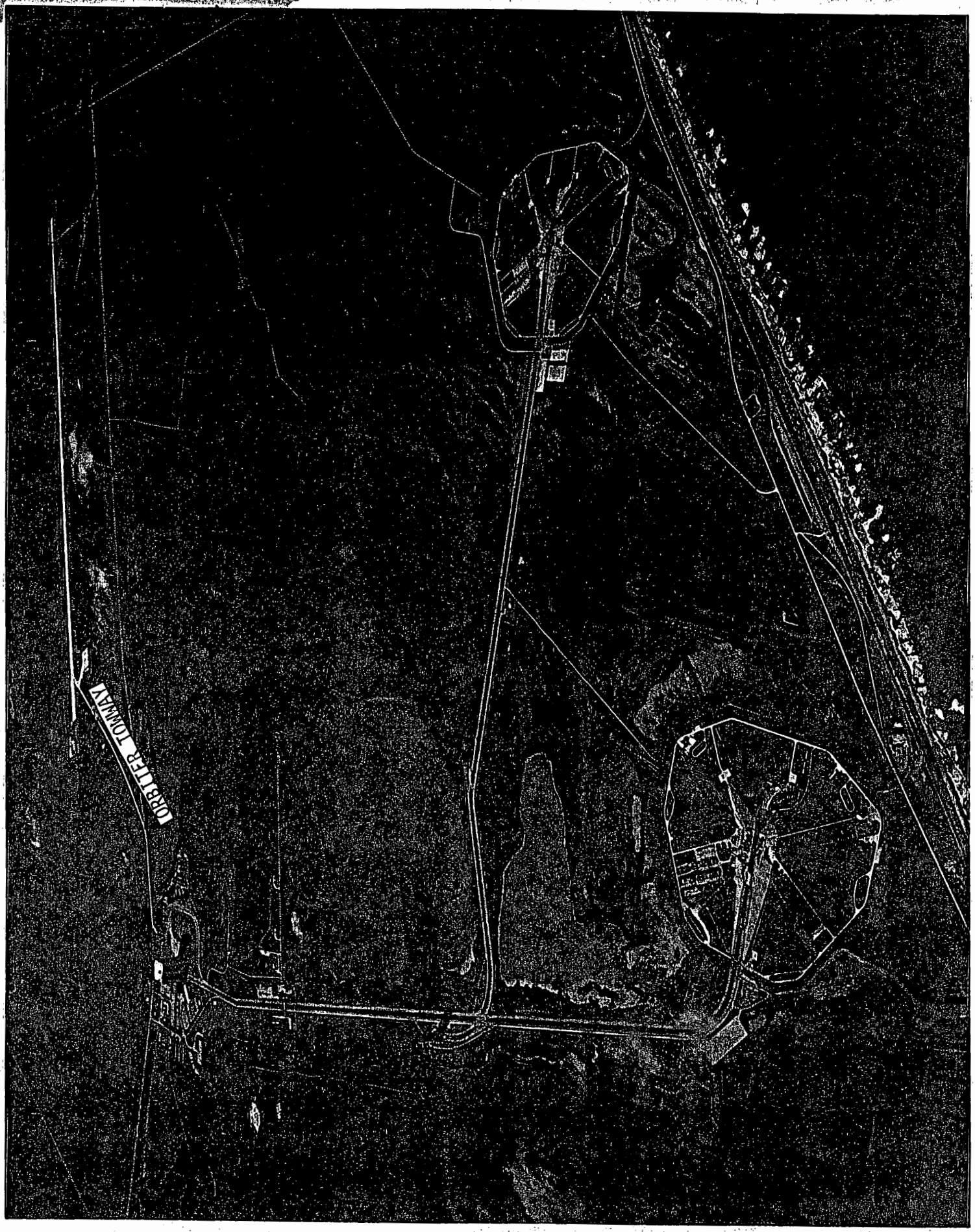
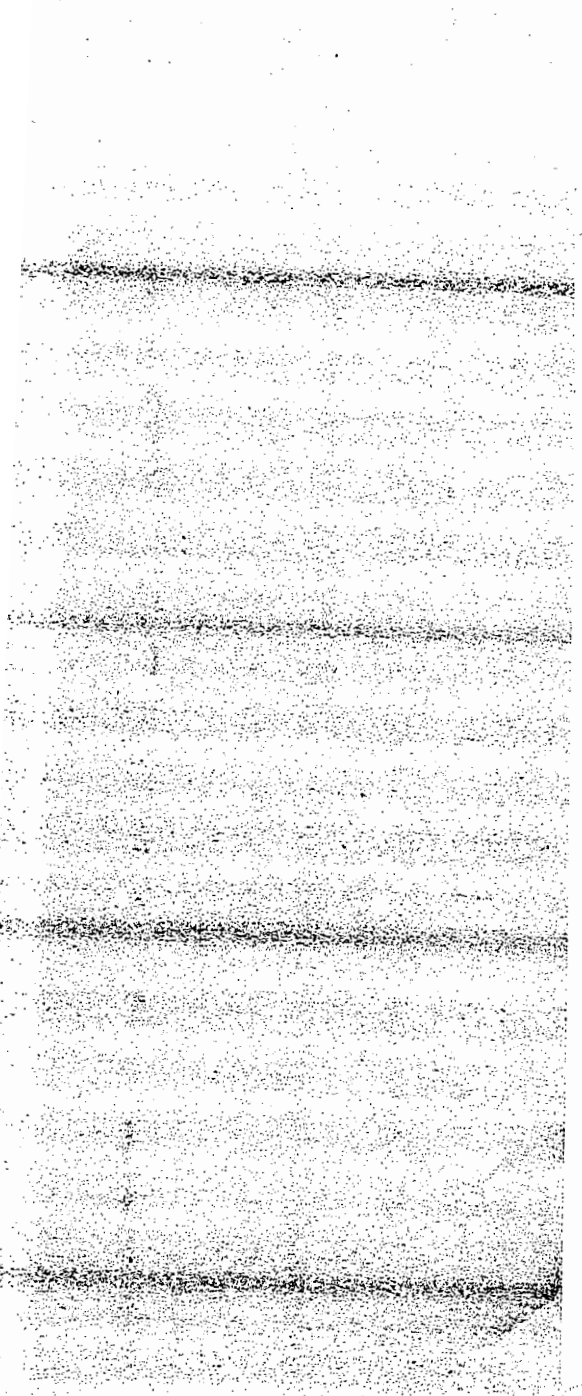
ORBITER TOWWAY

The President will depart landing apron via the Orbiter towway which is two miles long and connects the landing facility with the Orbiter Processing Facility.





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NASA/SR[illegible] W/O P702-344
AERIAL VIEW - OPF, VAB AND CLF. ALTITUDE
2500' - DIRECTION N.W. (109)(bw)

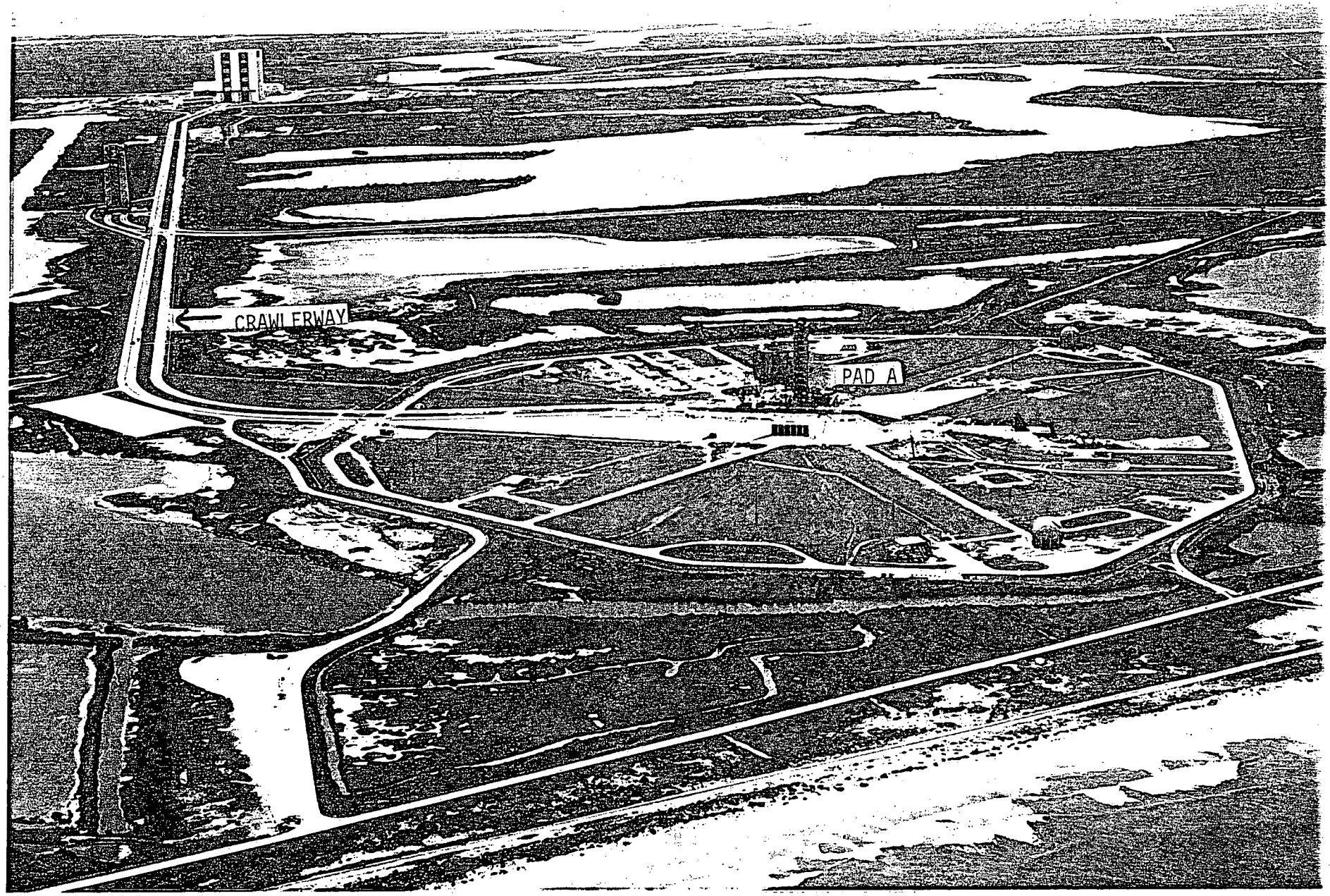
ORBITER PROCESSING FACILITY

The President will travel along the Orbiter towway to the Orbiter Processing Facility (OPF) and pause briefly at Bay #1. At the OPF the Orbiter is safed (residual fuels and explosive ordnance items are removed), the payload from the previous mission is removed and the vehicle fully inspected, tested, and refurbished as necessary.

CRAWLERWAY

En route from the OPF to Pad A the President will observe, parallel to the roadway, the Crawlerway, a specially prepared roadbed over which the Shuttle will be carried to the pad on its Mobile Launcher Platform by a large tracked transporter.

The Crawlerway is approximately 18,000 feet long. Each lane is 40 feet wide; the median is 50 feet wide. It is 7 feet deep - $2\frac{1}{2}$ feet hydraulic fill, 3 feet graded lime rock, 1 foot asphalt sealer, and topped with selected Alabama river rock to reduce surface friction. Cost: $7,500,000.



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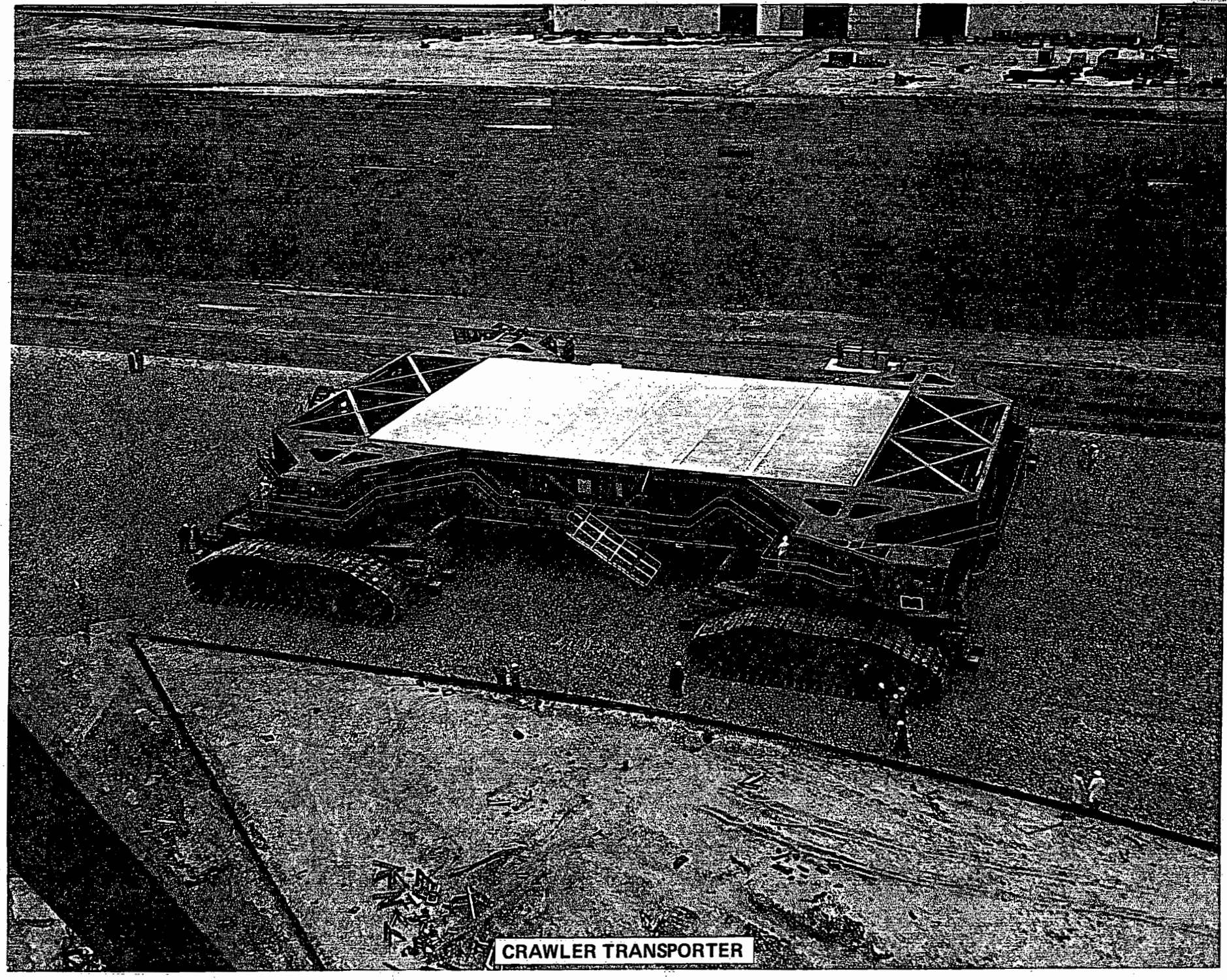
108-KSC-377C-293/30 UNCL. 7/28/77

NASA/SHUTTLE W/O F707-255
AERIAL OBLIQUE - COMPLEX 39A. VAB IN BACKGROUND. DIRECTION WEST - ALTITUDE 1500'. (103(br)

CRAWLER-TRANSPORTER

This is a very essential part of the total system. The massive crawler-transporter is used to pick up the entire shuttle system and move it to the launch pad from the Vehicle Assembly Building. It weighs 6 million pounds. Each of the shoes on the treads weighs 2,000 pounds.

Its maximum speed, while loaded, is one mile per hour.



CRAWLER TRANSPORTER

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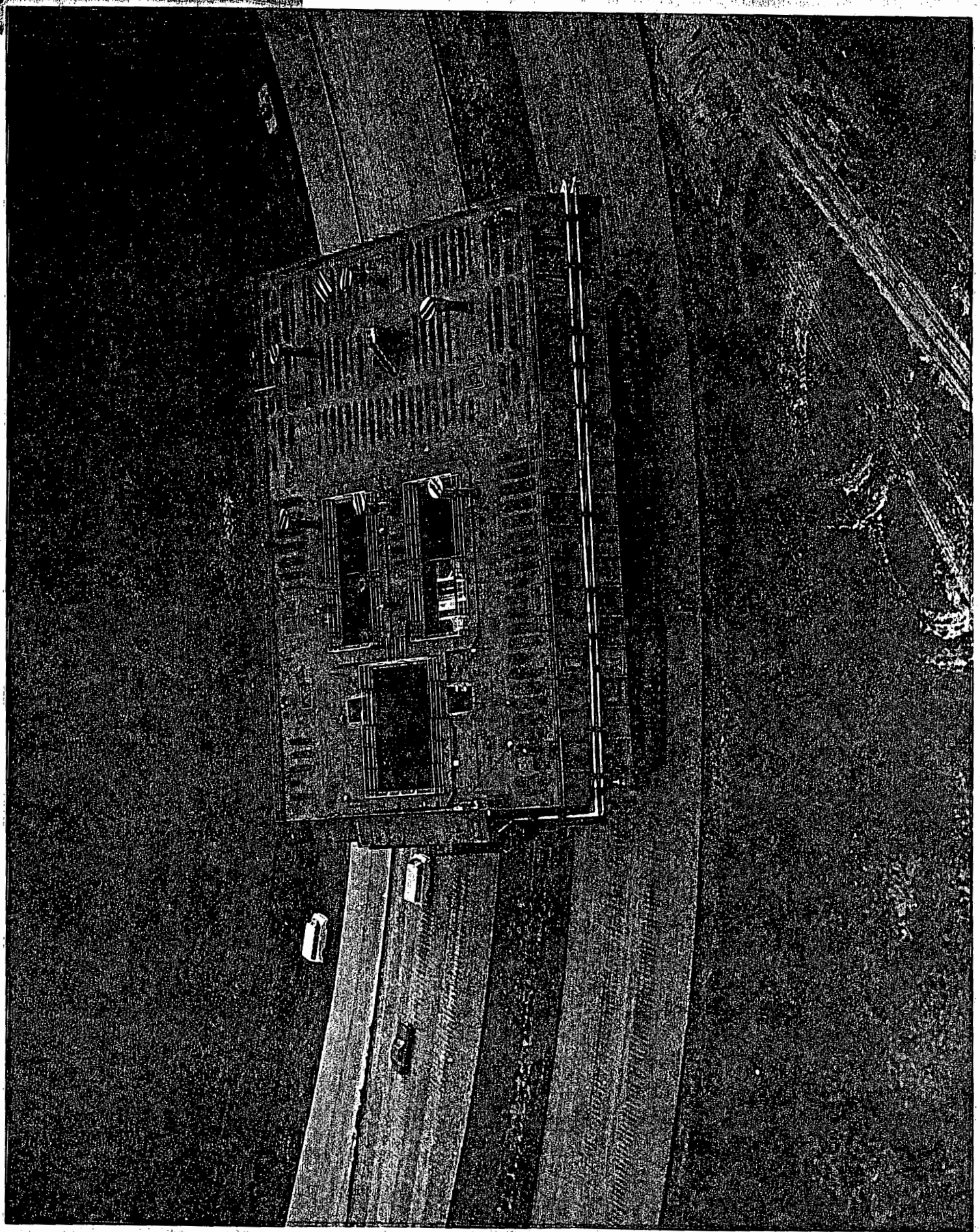
100-KSC-66C-618 UNCL 1-26-66

NASA/CCNST. W/0065948
MOVEMENT OF CRAWLER TRANSPORTER ON CRAWLERWAY. (DM)

MOBILE LAUNCHER PLATFORM

The Mobile Launcher Platform, which the President will see upon arrival at the VAB, is being modified for use in the first Space Shuttle launch. This entails removal of the 398 foot high tower and jib crane soaring up from the launch platform and replacement of the single exhaust hole for Saturn launches with three openings--two for Solid Rocket Booster and one for Space Shuttle Main Engine exhaust. The launch platform is 25 feet high, 160 feet long, and 135 feet wide. The exhaust holes are 45 feet square.



WILDLIFE REFUGE

The entire Kennedy Space Center with the exception of industrial and operational areas is a National Wildlife Refuge. There are 224 species of birds here regularly, including bald eagles. Endangered wildlife species: bald eagle, dusky seaside sparrow, red-cockaded woodpecker, alligator.

THE CONGRESSIONAL SPACE MEDAL OF HONOR

The Congressional Space Medal of Honor was authorized by the Congress in September, 1969 (see attached resolution). The statute provides that the President may award the Medal to any "astronaut who in the performance of his duties has distinguished himself by exceptionally meritorious efforts and contributions to the welfare of the Nation and of mankind."

The NASA Administrator nominates the astronaut(s) to receive the award; the President awards the Medal(s) in the name of the Congress.

The Medal may be awarded to any person who is or has been designated to travel in space and who has distinguished himself or herself while undertaking duties in preparation for, execution of, or subsequent to, but in connection with, a space flight.

Congressman Olin E. Teague, who has had a keen interest in the Medals and was heavily involved in the legislative effort, supports the awards to the six nominated astronauts.

The Medals, to be awarded October 1, 1978, are the first such awards ever presented.

NEIL A. ARMSTRONG

BIRTHPLACE AND DATE: Wapakoneta, Oh., in 1930.

EDUCATION: Received a Bachelor of Science degree in Aeronautical Engineering from Purdue University and a Master of Science degree from the University of Southern California. He holds honorary doctorates from a number of universities.

MARITAL STATUS: Married to the former Janet Shearon of Evanston, Illinois.

CHILDREN: Eric and Mark.

SPECIAL HONORS: Armstrong has been decorated by 17 countries. He is the recipient of many special honors, including the Presidential Medal for Freedom.

EXPERIENCE: As a naval aviator, he flew 78 combat missions during the Korean action.

As a civilian, he served NASA and its predecessor agency, the National Advisory Committee for Aeronautics, for 17 years, as engineer, test pilot, astronaut and administrator.

While a test pilot at NASA's Flight Research Center at Edwards, Calif., he was a project pilot on many pioneering high speed aircraft, including the X-15. He has flown over 200 different models of aircraft including jets, rockets, helicopters and gliders.

Armstrong transferred to astronaut status in 1962. He was command pilot for the Gemini 8 mission in 1966, and Armstrong performed the first successful docking of two vehicles in space.

As spacecraft commander for Apollo 11, the first manned lunar landing mission, Armstrong was the first man to land a craft on the moon and the first to step on its surface.

Armstrong subsequently held the position of Deputy Associate Administrator for Aeronautics in NASA Headquarters.

CURRENT ASSIGNMENT: Neil A. Armstrong is University Professor of Aerospace Engineering at the University of Cincinnati.

FRANK BORMAN

BIRTHPLACE AND DATE: Gary, Ind., in 1928.

EDUCATION: Received a Bachelor of Science degree from the U.S. Military Academy, West Point, in 1950 and a Master of Science decree in Aeronautical Engineering from the California Institute of Technology in 1957. He holds a number of honorary degrees.

MARITAL STATUS: Married to the former Susan Bugbee of Tucson, Arizona.

CHILDREN: Frederick and Edwin, both officers in the U.S. Army.

SPECIAL HONORS: In addition to many special honors and service decorations, he is the recipient of the Harmon International Aviation Trophy and the Robert J. Collier Trophy.

EXPERIENCE: Borman was a career Air Force officer from 1950 to 1970 when he retired with the rank of Colonel. Before joining NASA in 1962, he served as a fighter pilot, an operational pilot and instructor, an assistant professor of thermodynamics and fluid dynamics at West Point, and an experimental test pilot.

His most noted role in the space program was as commander of the Apollo 8 space flight, first manned lunar orbital mission in 1968. He also was commander of the Gemini 7 mission in 1965.

In 1966 and 1968, Borman served as special Presidential ambassador on trips throughout the Far East and Europe. In 1970, he undertook another special Presidential mission -- a worldwide tour to seek support for the release of American prisoners of war held by North Vietnam.

He is currently Chairman of the Board of Eastern Airlines, a position he assumed in 1976.

CHARLES CONRAD, JR.

BIRTHPLACE AND DATE: Philadelphia, Pa., in 1930

EDUCATION: Received a Bachelor of Science degree in Aeronautical Engineering from Princeton University in 1953. He holds many honorary doctorate degrees.

MARITAL STATUS: Married to the former Jane DuBose of Uvalde, Texas.

CHILDREN: Peter, Thomas, Andrew and Christopher.

SPECIAL HONORS: Many awards including two NASA Distinguished Service Medals; two Navy Distinguished Service Medals; and two Distinguished Flying Crosses.

EXPERIENCE: Conrad entered the Navy following graduation from Princeton University and became a naval aviator. He attended the Navy Test Pilot School at Patuxent River, Md., and was a project test pilot, a flight instructor and performance engineer at the Test Pilot School.

Conrad was selected as an astronaut by NASA in 1962. In 1965, he served as pilot on the Gemini V flight and in 1966, he was command pilot for the Gemini XI mission. Conrad was spacecraft commander of Apollo 12 in 1969.

As spacecraft commander on his fourth flight, Conrad flew the first manned Skylab mission in 1973 and, although the spacecraft was damaged during launch, he and his crew saved the mission through extraordinary efforts.

In 1973, after serving for 20 years (11 of them as an astronaut in the space program), Conrad retired from the U.S. Navy to enter private business. In 1976, Conrad became a Vice President of the McDonnell Douglas Corporation, St. Louis, Mo.

JOHN HERSCHEL GLENN, JR.

BIRTHPLACE AND DATE: Cambridge, Oh., in 1921

EDUCATION: Received his bachelor's degree in engineering from Muskingum College in Ohio. He also has several honorary doctorates.

MARITAL STATUS: Married to the former Anna Margaret Castor, of New Concord, Ohio.

CHILDREN: John and Carolyn.

SPECIAL HONORS: Glenn has been awarded the Distinguished Flying Cross on five occasions, the Air Medal with 18 Clusters for his service during World War II and Korea, and the NASA Distinguished Service Medal.

EXPERIENCE: He entered the Naval Aviation Cadet Program in 1942 and was graduated and commissioned in the Marine Corps in 1943. After advanced training, he joined a Marine fighter squadron and spent a year flying F4U fighters in the Marshall Islands. During his World War II service, he flew 59 combat missions and in Korea, he flew 63 missions.

After Korea, he attended Test Pilot School at the Naval Air Test Center, Patuxent River, Md., and later was project officer on a number of aircraft.

Glenn was in the first group of seven astronauts selected in April 1959. In 1962, Glenn piloted the Friendship 7 spacecraft on the first manned orbital mission of the United States.

Glenn resigned from the Manned Spacecraft Center in Houston in 1964 and retired from the Marine Corps in 1965.

He was a business executive from 1965 until his election to the United States Senate in 1974 where he now serves.

VIRGIL I. GRISSOM

BIRTHPLACE AND DATE: Mitchel, Ind., in 1926.

EDUCATION: Received a Bachelor of Science degree in Mechanical Engineering from Purdue University.

MARITAL STATUS: Married to the former Betty Moore of Mitchell, Ind.

CHILDREN: Scott and Mark.

SPECIAL HONORS: Distinguished Flying Cross and the Air Medal with cluster for his Korean service; two NASA Distinguished Service Medals and the NASA Exceptional Service Medal; the Air Force Command Astronaut Wings.

EXPERIENCE: Grissom, an Air Force Lieutenant Colonel, received his wings in 1951. He flew 100 combat missions in Korea in F-86s.

Grissom was one of the seven Mercury astronauts selected by NASA in April 1959. He piloted the Liberty Bell 7 spacecraft--the second and final suborbital Mercury test flight in 1961.

In 1965, he served as command pilot on the first manned Gemini flight. Grissom died January 27, 1967 in the Apollo 204 fire at Cape Kennedy, Florida.

ALAN B. SHEPARD, JR.

BIRTHPLACE AND DATE: East Derry, N. H., in 1923.

EDUCATION: Received a Bachelor of Science degree from the U.S. Naval Academy in 1944. He holds several honorary degrees. Graduated Naval Test Pilot School in 1951; Naval War College, Newport, Rhode Island in 1957.

MARITAL STATUS: Married to the former Louise Brewer of Kennett Square, Pa.

CHILDREN: Laura, Julie and Alice.

SPECIAL HONORS: Numerous awards including two NASA Distinguished Service Medals; the Navy Distinguished Flying Cross; and the Collier Trophy.

EXPERIENCE: Shepard began his naval career, after graduation from Annapolis, on the destroyer U.S.S. Cogswell, deployed in the Pacific during World War II. He subsequently entered flight training and received his wings in 1947.

Rear Admiral Shepard was one of the Mercury astronauts named by NASA in 1959, and he holds the distinction of being the first American to journey into space. On May 5, 1961, in the Freedom 7 spacecraft, he was launched by a Redstone vehicle on a ballistic trajectory suborbital flight.

Shepard made his second space flight as spacecraft commander on Apollo 14, the third lunar landing mission, in 1971.

SPECIAL ASSIGNMENT: Shepard was appointed by the President in July 1971 as a delegate to the 26th United Nations General Assembly and served through the entire assembly which lasted from September to December 1971.

DISNEY WORLD

ORLANDO

Central Florida is preeminently citrus Florida, mile after mile of orange and sometimes tangerine and grapefruit orchards, the greatest concentration of citrus in the world. The largest city is Orlando, grown from a trading post on a cow range in the late 19th century to a booming metropolis of some 100,000 people, with 330,000 more in its immediate hinterland. Citrus and the prosperity of a well-to-do retirement center gave Orlando its initial thrust; military bases, electronics, aerospeace, and the proximity of Cape Kennedy 65 miles distant have propelled it forward in the past two decades; all these advantages plus the addition of Disney World have led to projections of a metropolitan population of a million by the end of the 1980's. Some see a second Florida megalopolis, rivaling the Gulf Coast, coming into being on the axis of Orlando to Tampa-St. Petersburg and then down the coast to Sarasota and Fort Myers; already some two and one-half million people live in this region.

Physically, Orlando is far more attractive than many of the more celebrated coastal areas, the city proper and the land for miles around dotted with blue lakes contrasting with the evergreen foilage in gently rolling countryside. Almost 30,000 black are crowded into a west side ghetto, but that community has developed some strong leadership and found ways to work with the white establishment of the city. Among the technologically oriented companies that have fueled the local economy are Martin Marietta's aerospace division, General Electric, Xerox, and Control Data Corporation. Several of these firms devote their Florida activity to research and are located in a prospering "clean" industrial park established in 1963.

In a pattern akin to San Diego, California, the combination at Orlando of affluent retirees, the military, and a staunchly conservative newspaper all add up to a strongly Republican voting pattern. Democratic Senator Lawton Chiles attributes Orange County's strong Republicanism to an informational "iron curtain" thrown up by the Orlando Sentinel, a property since 1956 of the Chicago Tribune. Orange County's conservatism predates the Chicago Tribune's purchase of the local paper, however. The former Sentinel owner, Martin Anderson, was a Florida-type Colonel McCormick who practiced a very personal brand of journalism. As early as 1960, GOP Presidential candidate Richard Nixon carried Orange with 71.0 percent of the vote. This was also the congressional district that sent conservative Republican Edward J. Gurney to the U.S. House in 1962 and then helped

boost him into the U.S. Senate with a 72.0 percent vote in 1968. It is now the district he is seeking to represent again.

ORLANDO ISSUES

American Telephone and Telegraph Co. will center its staff for a long, costly legal fight in the four-year-old U.S. Justice Department antitrust suit in Orlando. A task force of 1,000 well-paid middle management and clerical people to research the company's case means a $25-30 million per year boost to Orlando's economy over at least the next five years.

Orlando Utilities Company and Florida Power and Light were blamed by the Environmental Protection Agency for more than $84 million in damage to shrimp and crab in the Indian River. The utilities have agreed to do a $2 million study in response to a Federal order.

There has recently been a major strike by the mass transit employees. The Orange-Seminole-Osceloa Transit Authority (OSOTA) board would not recognize the strike and took termination action against the employees. Approximately 50 percent of the work force returned to work. The remainder are still on strike. Federal funds for the Authority may be jeopardized by the strike.

For several years, there has been a need to restore the water quality of the second largest lake in Florida, Lake Apopka. The lake is in a eutrophic state and is located just west of Orlando. Restoration of Lake Apopka is a cooperative project between the Environmental Protection Agency and the Florida Department of Environmental Regulation authorized by the Clean Lakes Program under Section 314 of the Clean Water Act. The Agencies are preparing a joint Environmental Impact Statement to evaluate the effect of this project on the farming interests along the north shore of the lake, the citrus interests along the south and west shore of the lake and the water quality on downstream streams and lakes. The restoration scheme presently being evaluated involves a two-year program to draw down the water level of Lake Apopka allowing bottom materials to consolidate before refilling the lake. The scheme that is finally selected will be financed 50/50 by EPA and the State of Florida.

Legionnaires disease has recently killed an Orlando woman.

DISNEY WORLD

Sixteen miles west of Orlando, on a high drained swamp, is Walt Disney World. Walt Disney, before his death in 1966, had personally set in motion that plans for Disney World and announced the idea.

In some respects, Walt Disney World is simply in the genre of the original California Disneyland, complete with fairyland castles (Cindrella's castle is 18 stories high with gold turrets), the plaster mountains (Space Mountain is 30 stories high), the animated animals, the monorails, the boat rides. But Walt Disney World (27,400 acres) is vastly larger than Disneyland (230 acres) and it is far more than an amusement park. It has several hotels (American, Asian Polynesian, Venetian), three golf courses, bridle trails, picnic grounds, lagoons and big lake, beaches and campgrounds on a 2,500,000 ranging fron Frontierland to Tomorrowland--and, eventually, a planned community with 20,000 or more persons living.

Land-buying for the project began in secret in 1964, a year before Disney announced his plans. Disney did not repeat the mistake he had made at Disneyland, where the small amusement park is surrounded by non-Disney enterprises. Frontmen bought up thousands of acres on all sides to protect the main project. But that did not prevent other enterpreneurs from starting an array of amusement parks some miles distant--Sea World and Wild Kingdom and Wild West and the like--all riding the coattails of Disney.

The Disney operatives had won many concessions from the dazzled Florida legislature long before the official opening in 1971. Disney's chartered town, Buena Vista, was given powers exceeding those of any county commission in the state. Disney World received a 40 percent markdown on sales taxes on attractions constructed in California and shipped to Florida. And the legislature changed state trademark law to prohibit the opening of a "Mickey Mouse Restaurant" or a "Snow White Motel," for example, and to forbid any business in the state from advertising itself as a given number of miles from Walt Disney World.

An early environmentalist, Disney ordered his planners to preserve as much of World in its natural state as possible. Cars must be left in parking lots while visitors ride around in vehicles powered by steam or compressed natural gas. Waste from hotels and restaurants is collected through underground pneumatic tubes, baled, and burned in an incinerator which emits almost no smoke.

Beyond the hotels and golf courses of Vacation Kingdom, lies Disney's ultimate vision, of an Experimental Prototype Community of Tomorrow. Disney saw it as a planned community, an "exceptional" new city, designed perhaps in concentric circles without vehicles on the streets, with all transportation by monorail and trams. It will be many more years in the planning by Disney's developers.

Event

Address ---- The International Chamber of Commerce

The International Chamber of Commerce was founded in 1919 by a group of American and European businessmen. Its significant world-wide function is to represent the private sector in international business. It now consists of 53 National Councils in as many separate nations. The membership of each National Council includes industrial companies, commercial banks, investment bankers, and professional firms. Also, there are thirty-five additional countries where individual companies are members of the International Chamber but where the total membership is not large enough to justify a National Council. A central secretariat in Paris serves the whole organization.

A world-wide Congress of members is held every three years. The United States last hosted such a Congress in 1959. At each past Congress, the head of state has opened the program. Congresses are attended by international business and senior officials of the Organization for Economic Cooperation and Development, the United Nations, the European Economic Community, and the governments of industrial and developing countries.

This invitation comes to you from the Trustees and members of the United States Council as the host council. The theme of the Congress is Freedom, Enterprise, and the Future. More than 15,000 delegates will attend. Roughly 3200 will attend the President's address.